JET

BRANCH LINES

8600

INDEX
20
19
18
17
16
15
14
13
12
11
10
9
8
7
6
5
4
3
2
1

INDEX

COLORADO DIVISION

Sec.	Pages			Mile Posts					Branch
1		—		M.P.	0.00	to	M.P.	3.97	EAST DENVER BELT LINE
2	20- 1	THRU	20- 17	″	171.70	to	″	251.71	WALSENBURG to ALAMOSA
3	24- 1	″	24- 7	″	251.71	to	″	280.32	ALAMOSA to ANTONITO
4	23- 1	″	23- 15	″	251.95	to	″	321.88	CREEDE
5	30- 1	″	30- 22	″	128.75	to	″	232.34	CRAIG
6	- 1	″	- 6	″	230.00	to	″	257.33	CRAIG to AXIAL (AXIAL SPUR)
7	31- 1	″	31- 3	″	0.00	to	″	12.61	ENERGY SPUR
8	4- 1	″	4- 5	″	215.04	to	″	236.72	MONARCH
9	5- 1	″	5- 2	″	271.00	to	″	276.02	LEADVILLE
10	6- 1	″	6- 7	″	360.16	to	″	393.68	ASPEN

UTAH DIVISION

Sec.	Pages			Mile Posts					Branch
11	40- 1	THRU	40- 15	M.P.	350.86	to	M.P.	423.97	MONTROSE
12	41- 1	″	41- 9	″	373.00	to	″	417.67	NORTH FORK
13	7- 1	″	7- 8	″	0.00	to	″	35.74	CANE CREEK
14	50- 1	″	50- 4	″	0.00	to	″	17.70	SUNNYSIDE
15	53- 1	″	53- 5	″	0.00	to	″	21.54	PLEASANT VALLEY
16	60- 1	″	60- 27	″	0.00	to	″	132.81	MARYSVILLE
17	71- 1	″	71- 6	″	0.00	to	″	40.36	TINTIC
18	82- 1	″	82- 3	″	0.00	to	″	11.81	BINGHAM
19	81- 1	″	81- 5	″	4.68	to	″	20.62	GARFIELD BEACH EXTENSION
20		80-1		″	0.00	to		2.96	SUGAR HOUSE SPUR

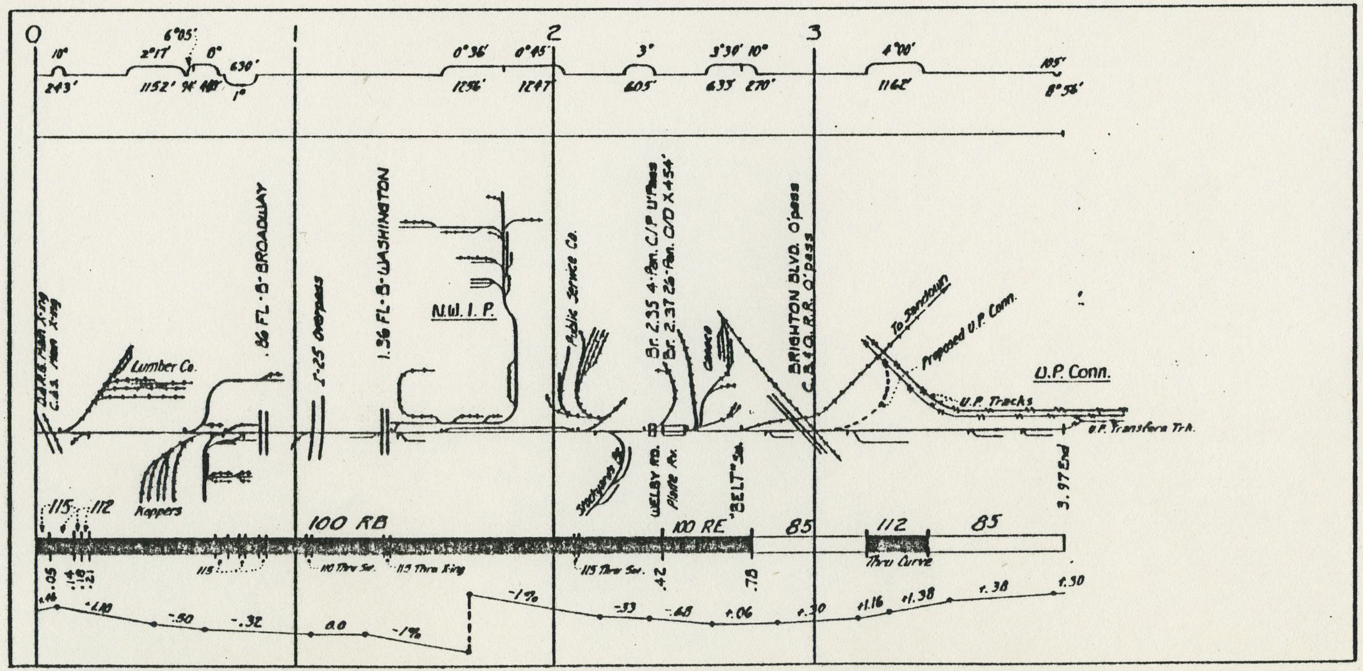
D & R. G. W. R. R. Co

GRADE AND ALIGNMENT

EAST DENVER BELT LINE

M.P. 0.00 to M.P. 3.97

E. D. B. L.



0
1
2
3
10°
243'
2°17'
1152'
6°05'
94'
0°
488'
630'
1°
0°36'
1256'
0°45'
1247'
3°
605'
3°30'
633'
10°
270'
4°00'
1162'
105'
8°58'
D.&R.G. Main X-ing
C.&S. Main X-ing
Lumber Co.
Koppers
.86 FL-B-BROADWAY
1.25 Overpass
1.36 FL-B-WASHINGTON
N.W.I.P.
Public Service Co.
Stockyards
Br. 2.35 4-Pan. C/P U'Pass
Br. 2.37 26-Pan. C/D X 454'
WELBY RD.
Platte Av.
Conoco
"BELT" Sta.
BRIGHTON BLVD. O'pass
C.B.&Q. R.R. O'pass
To Sandown
Proposed U.P. Conn.
U.P. Conn.
U.P. Tracks
U.P. Transfers Trk.
3.97 End
115
112
100 RB
100 RE
85
112
85
115
110 Thru Sw.
115 Thru X-ing
115 Thru Sw.
Thru Curve
.05
.14
.18
.21
.42
.78
+.46
-1.10
-.50
-.32
0.0
-1%
-1%
-.33
-.68
+.06
+.30
+1.16
+1.38
+.38
+.30

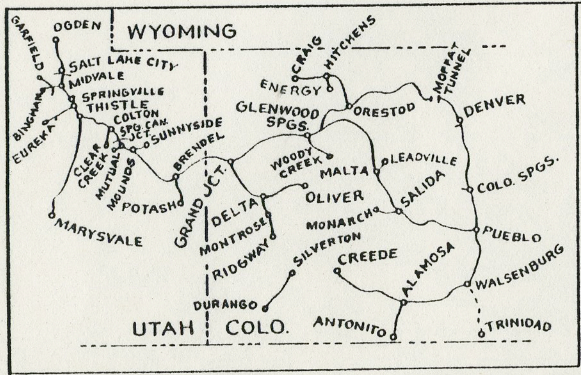
2

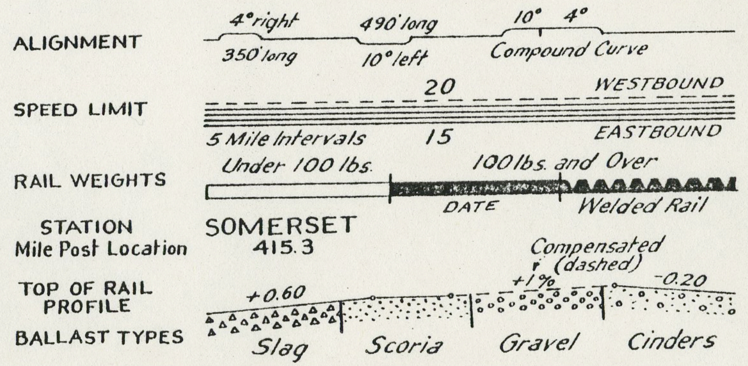
D. & R. G. W. R. R. Co.

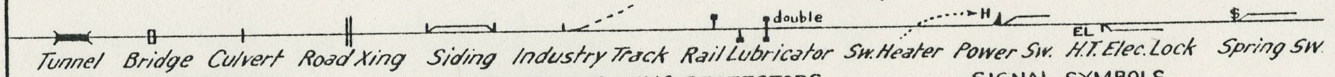
GRADE AND ALIGNMENT

WALSENBURG TO ALAMOSA

M.P. 171.70 to M.P. 251.71


OGDEN
WYOMING
GARFIELD
SALT LAKE CITY
MIDVALE
BINGHAM
EUREKA
SPRINGVILLE
THISTLE
COLTON
SPG. CAN. JCT.
SUNNYSIDE
CLEAR CREEK
MUTUAL
MOUNDS
POTASH
BRENDEL
MARYSVALE
GRAND JCT.
DELTA
MONTROSE
RIDGWAY
CRAIG
HITCHENS
ENERGY
GLENWOOD SPGS.
ORESTOD
MOFFAT TUNNEL
DENVER
WOODY CREEK
MALTA
LEADVILLE
OLIVER
SALIDA
COLO. SPGS.
MONARCH
PUEBLO
SILVERTON
CREEDE
ALAMOSA
WALSENBURG
DURANGO
ANTONITO
TRINIDAD
UTAH
COLO.


ALIGNMENT
4° right
350' long
490' long
10° left
10°
4°
Compound Curve
SPEED LIMIT
20
WESTBOUND
5 Mile Intervals
15
EASTBOUND
RAIL WEIGHTS
Under 100 lbs.
100 lbs. and Over
DATE
Welded Rail
STATION
Mile Post Location
SOMERSET
415.3
TOP OF RAIL PROFILE
+0.60
Compensated (dashed)
+1%
-0.20
BALLAST TYPES
Slag
Scoria
Gravel
Cinders


double
H
EL
Tunnel
Bridge
Culvert
Road Xing
Siding
Industry Track
Rail Lubricator
Sw. Heater
Power Sw.
H.T. Elec. Lock
Spring Sw.

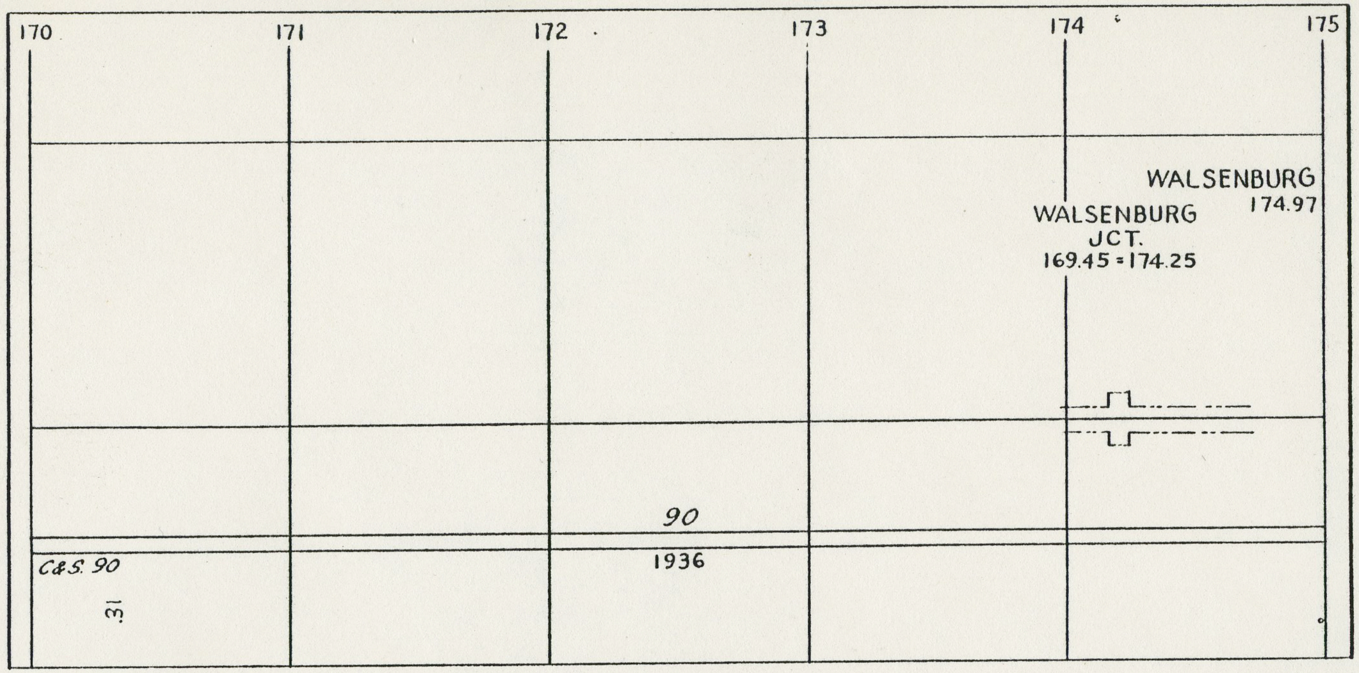
ROAD CROSSINGS	
Ⓟ	Public Road
CO 56	County Road
SH 32	State Highway
US 6	U.S. Highway
I 25	Interstate
ELM ST.	City Street

ROAD CROSSING PROTECTORS			
FL	Flashing lights	S	Stop sign
B	Bell	TL	City Traffic lights
X	Cross buck	GCP	Predictor
N	Private Crossing.	M	Motion detector
Y	Flashing yellow	DE	Dragging equip.
AG	Automatic gates		

SIGNAL SYMBOLS	
LH	Left hand
R	Repeater
HW	High Water Det.
DY	Double yellow
FY	Flashing yellow
CO	Call on
G	Grade

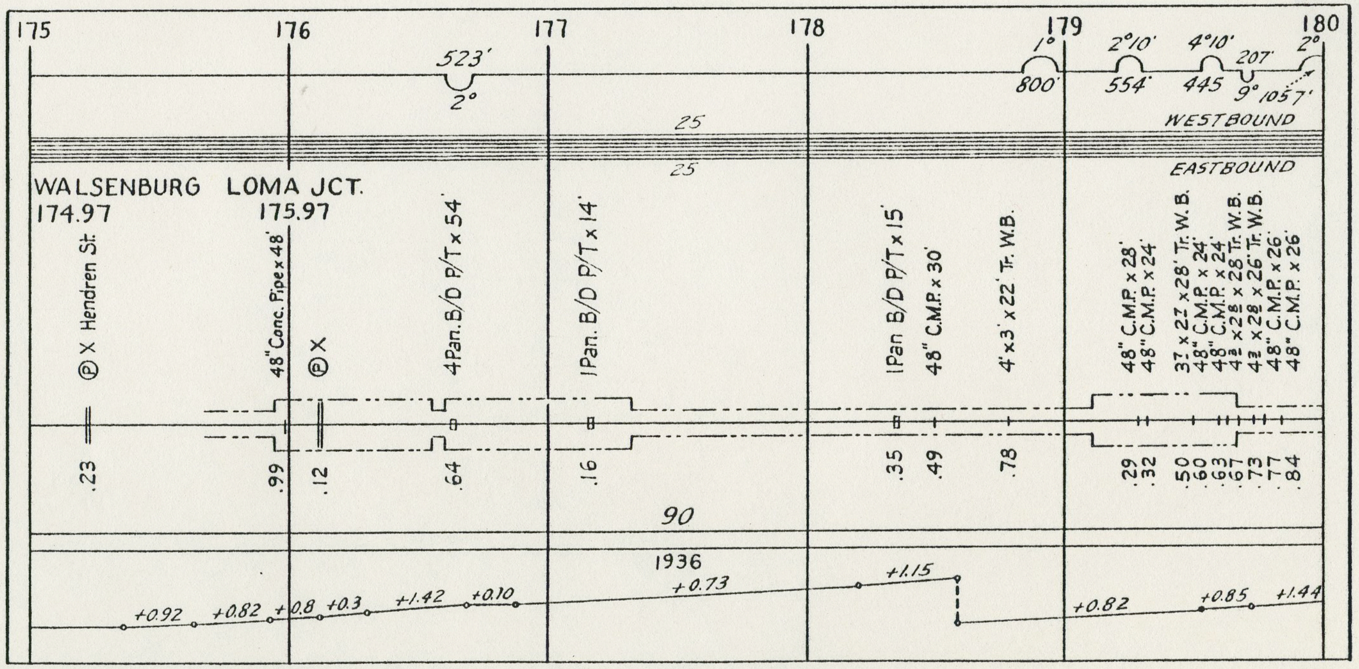
WALSENBURG TO LA VETA

20-1


170
171
172
173
174
175
WALSENBURG
174.97
WALSENBURG
JCT.
169.45 = 174.25
90
C&S. 90
1936
.31

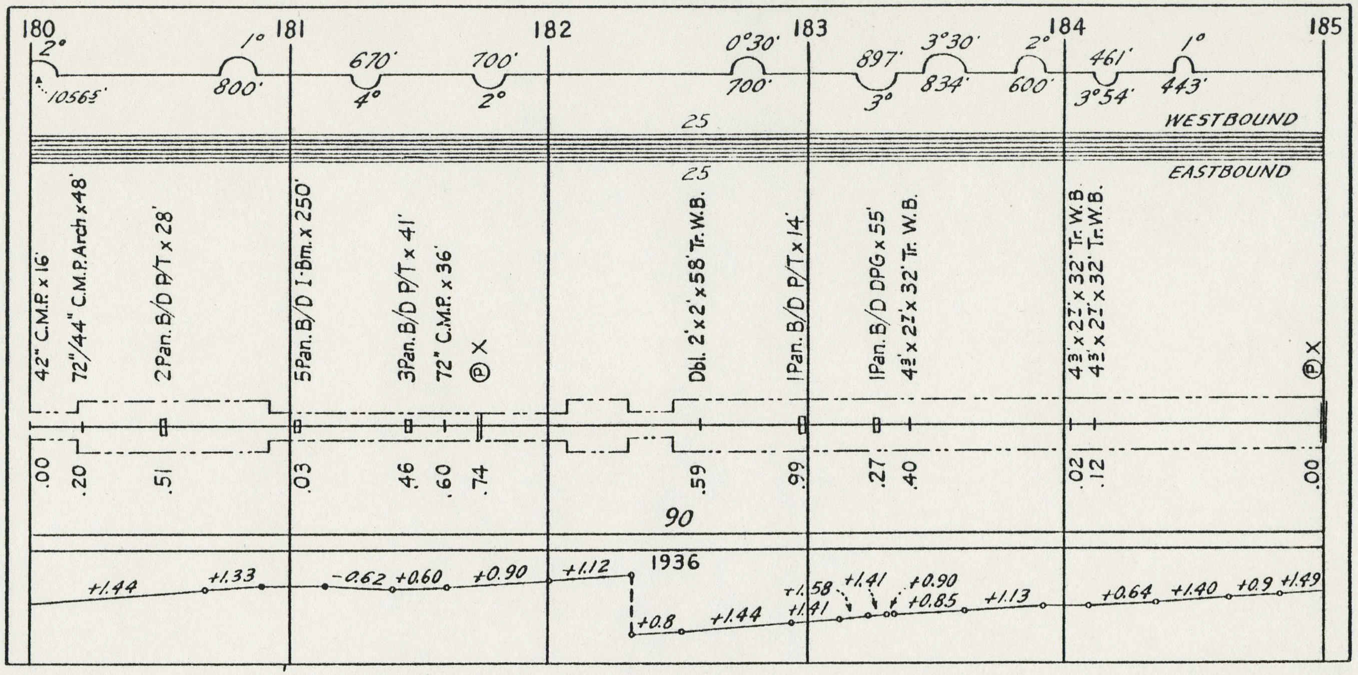
WALSENBURG TO LA VETA

20-2


175
176
177
178
179
180
523'
2°
1°
800'
2°10'
554'
4°10'
445
207'
9°
2°
1057'
25
WESTBOUND
25
EASTBOUND
WALSENBURG
174.97
LOMA JCT.
175.97
Ⓟ X Hendren St.
48" Conc. Pipe x 48'
Ⓟ X
4 Pan. B/D P/T x 54'
1 Pan. B/D P/T x 14'
1 Pan B/D P/T x 15'
48" C.M.P. x 30'
4' x 3' x 22' Tr. W.B.
48" C.M.P. x 28'
48" C.M.P. x 24'
37 x 27 x 28' Tr. W.B.
48" C.M.P. x 24'
48" C.M.P. x 24'
43 x 28 x 28' Tr. W.B.
43 x 28 x 26' Tr. W.B.
48" C.M.P. x 26'
48" C.M.P. x 26'
.23
.99
.12
.64
.16
.35
.49
.78
.29
.32
.50
.60
.63
.67
.73
.77
.84
90
1936
+0.92
+0.82
+0.8
+0.3
+1.42
+0.10
+0.73
+1.15
+0.82
+0.85
+1.44

20-3

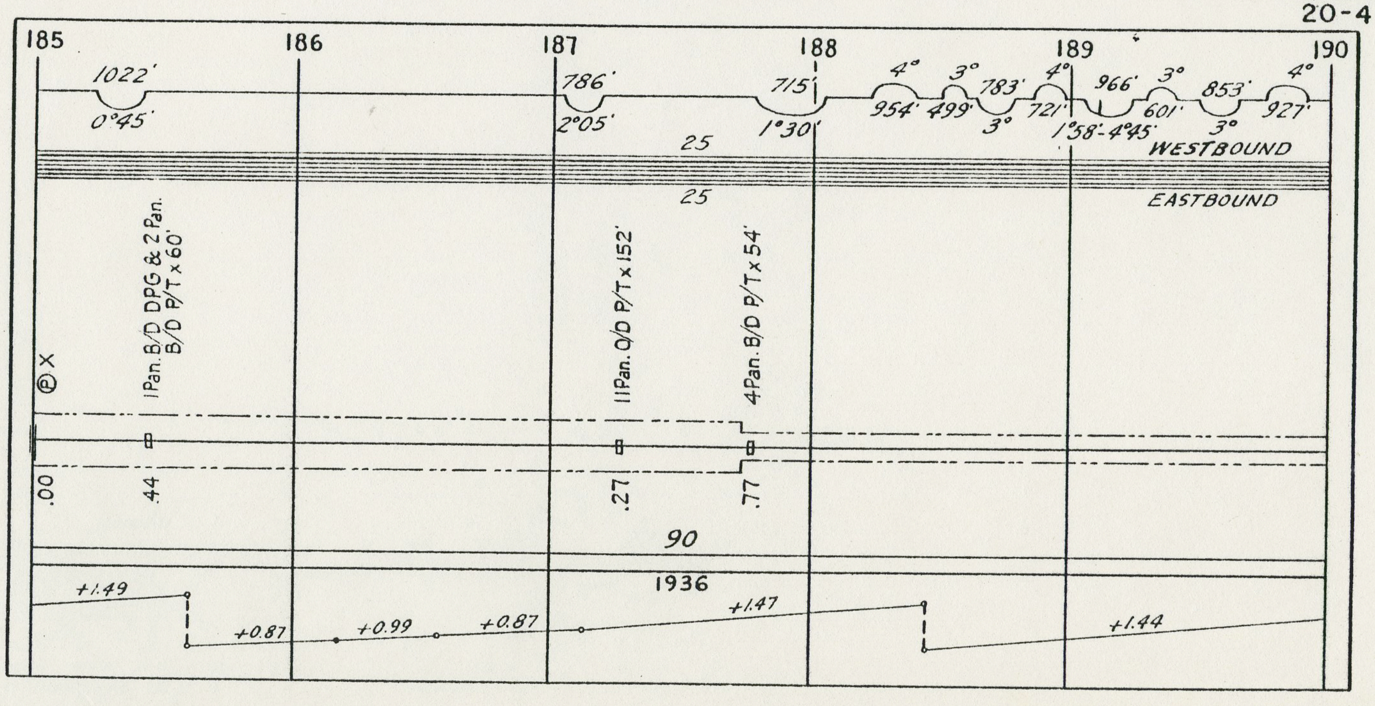
WALSENBURG TO LA VETA



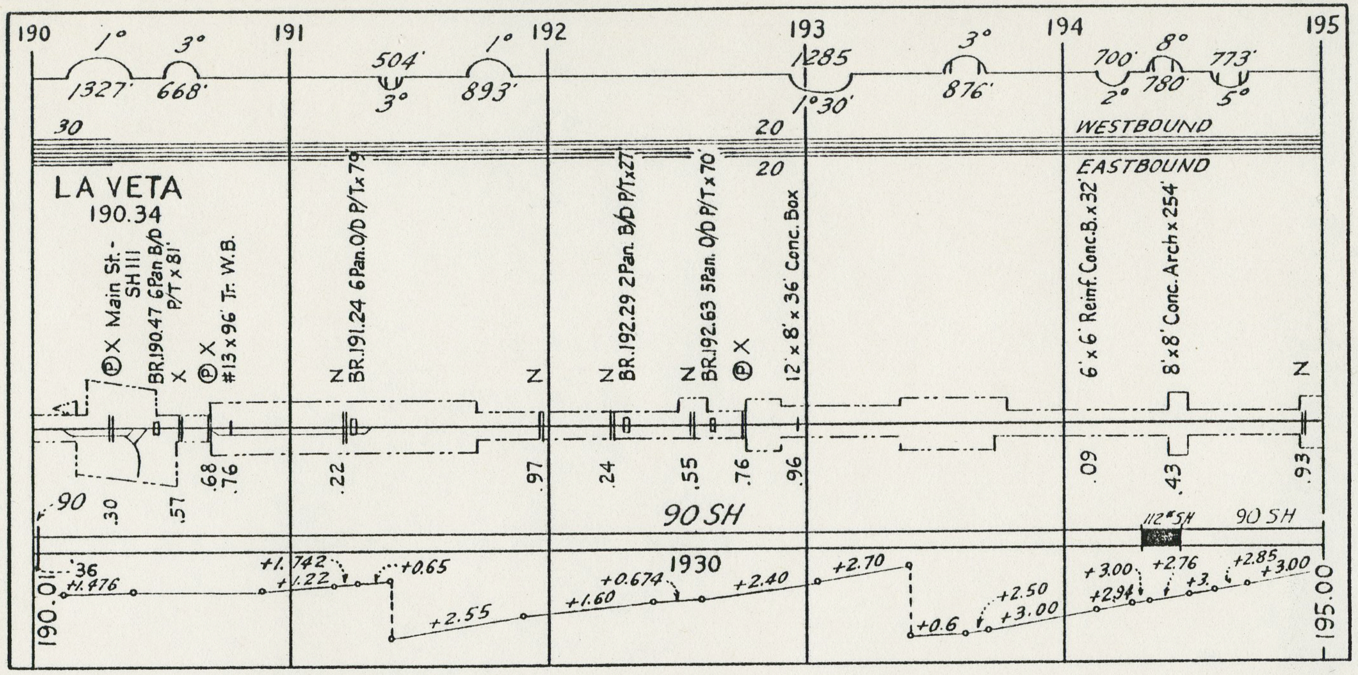
180
181
182
183
184
185
2°
10565'
1°
800'
670'
4°
700'
2°
0°30'
700'
897'
3°
3°30'
834'
2°
600'
461'
3°54'
1°
443'
25
WESTBOUND
25
EASTBOUND
42" C.M.P. x 16'
72"/44" C.M.P. Arch x 48'
2 Pan. B/D P/T x 28'
5 Pan. B/D I-Bm. x 250'
3 Pan. B/D P/T x 41'
72" C.M.P. x 36'
Ⓟ X
Dbl. 2'x2'x58' Tr. W.B.
1 Pan. B/D P/T x 14'
1 Pan. B/D DPG x 55'
4½' x 2½' x 32' Tr. W.B.
4½' x 2½' x 32' Tr. W.B
4½' x 2½' x 32' Tr. W.B.
Ⓟ X
.00
.20
.51
.03
.46
.60
.74
.59
.99
.27
.40
.02
.12
.00
90
1936
+1.44
+1.33
-0.62
+0.60
+0.90
+1.12
+0.8
+1.44
+1.58
+1.41
+1.41
+0.90
+0.85
+1.13
+0.64
+1.40
+0.9
+1.49

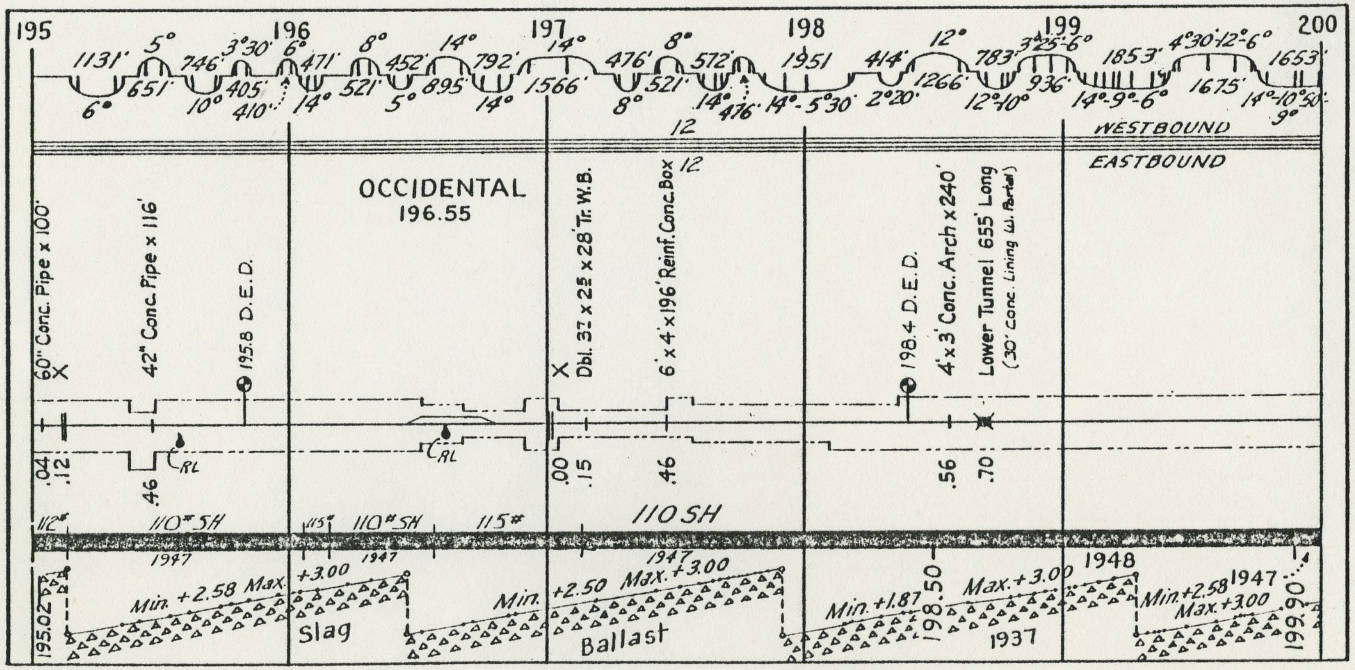
20-4

WALSENBURG TO LA VETA

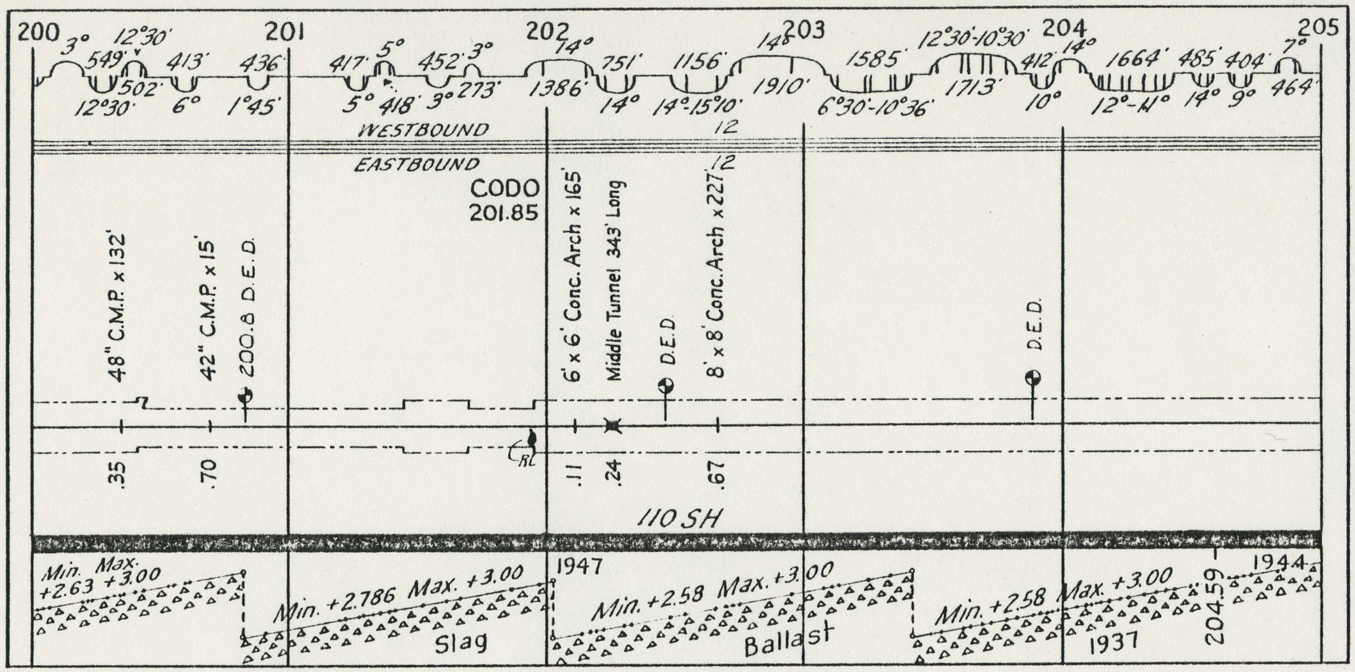


185
186
187
188
189
190
1022'
0°45'
786'
2°05'
715'
1°30'
4°
954'
3°
499'
783'
3°
4°
721'
966'
1°58'-4°45'
3°
601'
853'
3°
4°
927'
25
WESTBOUND
25
EASTBOUND
Ⓟ X
1 Pan. B/D DPG & 2 Pan. B/D P/T x 60'
11 Pan. O/D P/T x 152'
4 Pan. B/D P/T x 54'
.00
.44
.27
.77
90
1936
+1.49
+0.87
+0.99
+0.87
+1.47
+1.44


190
191
192
193
194
195
1° 1327'
3° 668'
504' 3°
1° 893'
1285 1°30'
3° 876'
700' 2°
8° 780'
773' 5°
30
20
20
WESTBOUND
EASTBOUND
LA VETA
190.34
Ⓟ X Main St.-SH111
BR.190.47 6Pan B/D P/T x 81'
X
Ⓟ X #13 x 96' Tr. W.B.
N BR.191.24 6Pan. O/D P/T x 79
N
N BR.192.29 2Pan. B/D P/T x 27
N BR.192.63 5Pan. O/D P/T x 70
Ⓟ X
12' x 8' x 36' Conc. Box
6' x 6' Reinf. Conc. B. x 32'
8' x 8' Conc. Arch x 254'
N
.30
.57
.68
.76
.22
.97
.24
.55
.76
.96
.09
.43
.93
90
90 SH
112# SH
90 SH
190.01
.36
+1.476
+1.742
+1.22
+0.65
+2.55
+1.60
+0.674
1930
+2.40
+2.70
+0.6
+2.50
+3.00
+3.00
+2.94
+2.76
+3.
+2.85
+3.00
195.00

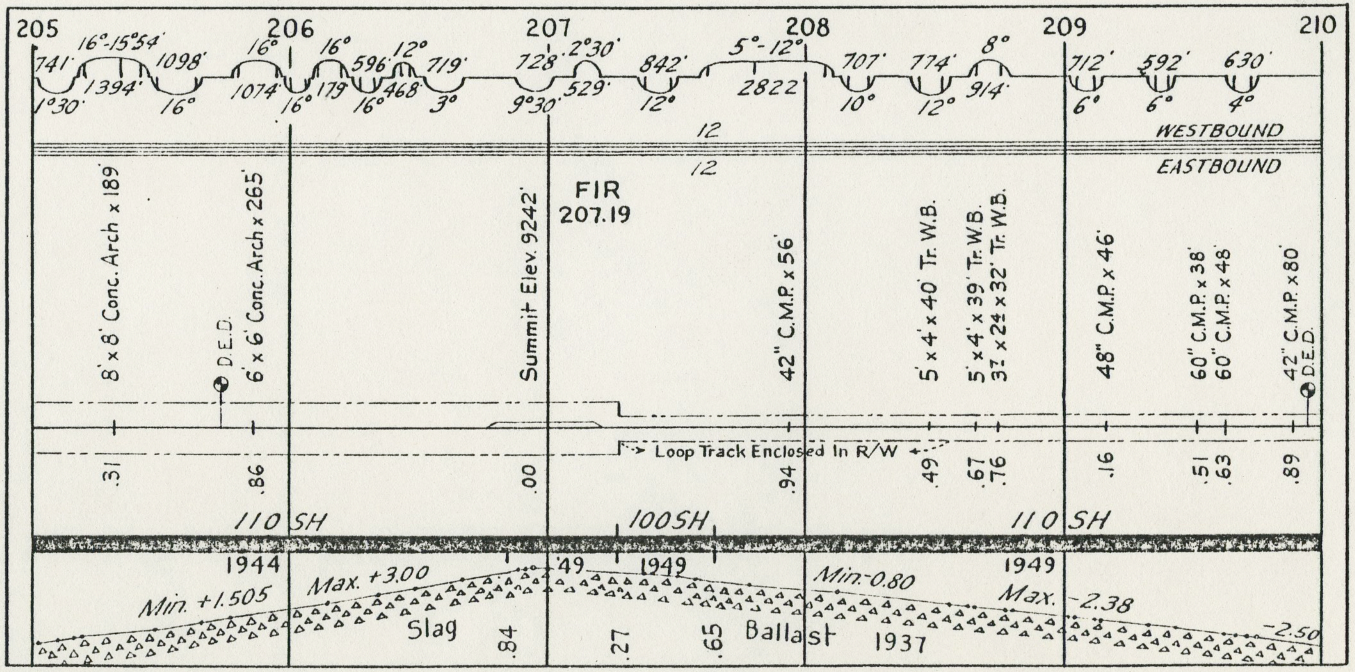

195
196
197
198
199
200
1131' 6°
5° 651'
746' 10°
3°30' 405'
410'
6° 471' 14°
8° 521'
452' 5°
14° 895'
792' 14°
14° 1566'
476' 8°
8° 521'
572' 14°
476'
1951 14°-5°30'
414' 2°20'
12° 1266'
783' 12°-10°
3°25'-6° 936'
1853' 14°-9°-6°
4°30'-12°-6° 1675'
1653' 14°-10°50' 9°
12
12
WESTBOUND
EASTBOUND
OCCIDENTAL
196.55
X 60" Conc. Pipe x 100'
42" Conc. Pipe x 116'
195.8 D.E.D.
X Dbl. 3½ x 2½ x 28' Tr. W.B.
6' x 4' x 196' Reinf. Conc. Box
198.4 D.E.D.
4' x 3' Conc. Arch x 240'
Lower Tunnel 655' Long (30' conc. Lining W. Portal)
.04
.12
.46
RL
RL
.00
.15
.46
.56
.70
112#
110# SH
115#
110# SH
115#
110 SH
1947
1947
1947
195.02
Min. +2.58 Max. +3.00
Slag
Min. +2.50 Max. +3.00
Ballast
Min. +1.87
198.50
Max. +3.00
1937
1948
Min. +2.58 1947
Max. +3.00
199.90

LA VETA TO ALAMOSA


200
201
202
203
204
205
3°
549'
12°30'
502'
12°30'
413'
6°
436'
1°45'
417'
5°
5°
418'
452'
3°
3°
273'
14°
1386'
751'
14°
1156'
14°-15°10'
14°
1910'
1585'
6°30'-10°36'
12°30'-10°30'
1713'
412'
10°
14°
1664'
12°-11°
485'
14°
404'
9°
7°
464'
WESTBOUND
EASTBOUND
12
12
12
CODO
201.85
48" C.M.P. x 132'
42" C.M.P. x 15'
200.8 D.E.D.
6' x 6' Conc. Arch x 165'
Middle Tunnel 343' Long
D.E.D
8' x 8' Conc. Arch x 227'
D.E.D.
.35
.70
RC
.11
.24
.67
110 SH
Min. Max.
+2.63 +3.00
Min. +2.786 Max. +3.00
Slag
1947
Min. +2.58 Max. +3.00
Ballast
Min. +2.58 Max. +3.00
1937
204.59
1944

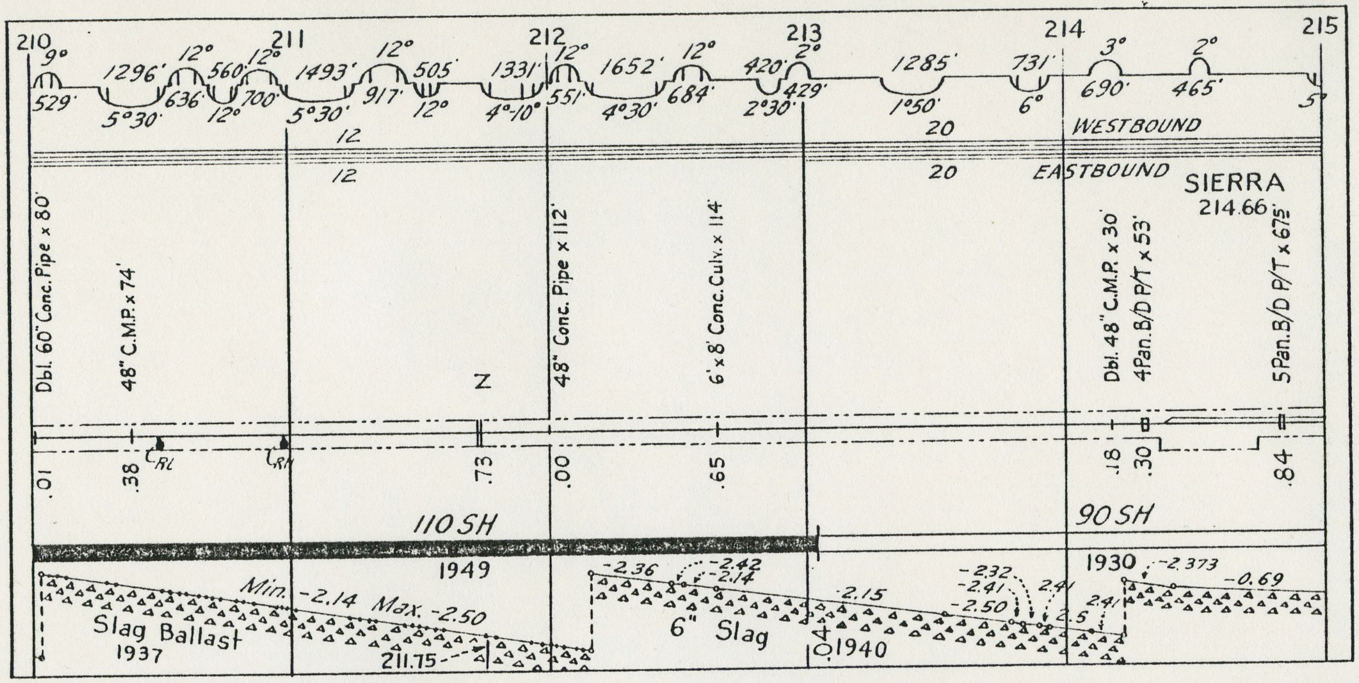
20-8

LA VETA TO ALAMOSA


205
206
207
208
209
210
16°-15°54'
741'
1°30'
1394'
1098'
16°
16°
1074'
16°
16°
179'
596'
16°
12°
468'
719'
3°
728'
9°30'
2°30'
529'
842'
12°
5°-12°
2822'
707'
10°
774'
12°
8°
914'
712'
6°
592'
6°
630'
4°
12
12
WESTBOUND
EASTBOUND
FIR
207.19
8' x 8' Conc. Arch x 189'
D.E.D.
6' x 6' Conc. Arch x 265'
Summit Elev. 9242'
42" C.M.P. x 56'
5' x 4' x 40' Tr. W.B.
5' x 4' x 39' Tr. W.B.
3½' x 2½' x 32' Tr. W.B.
48" C.M.P. x 46'
60" C.M.P. x 38'
60" C.M.P. x 48'
42" C.M.P. x 80'
D.E.D.
Loop Track Enclosed In R/W
.31
.86
.00
.94
.49
.67
.76
.16
.51
.63
.89
110 SH
100 SH
110 SH
1944
Min. +1.505
Max. +3.00
Slag
.84
.49
1949
.27
.65
Ballast
1937
Min. -0.80
1949
Max. -2.38
-2.50

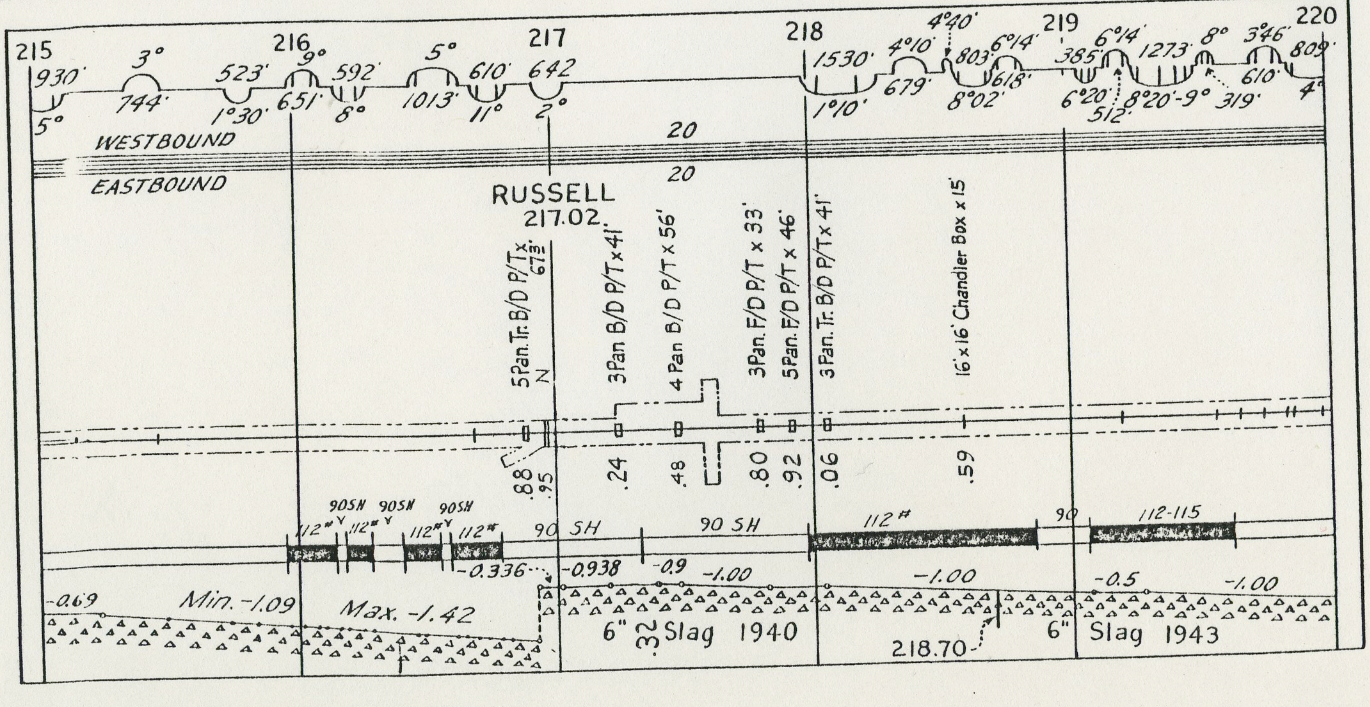
20-9

LA VETA TO ALAMOSA

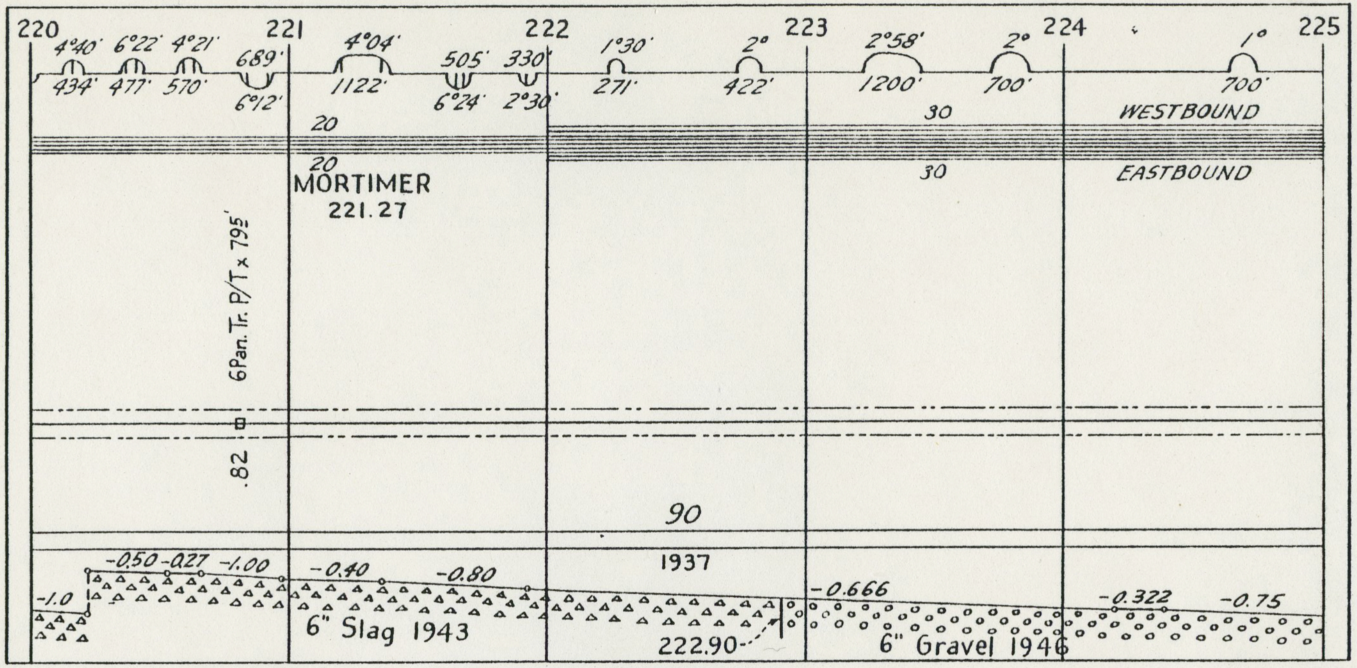

210
211
212
213
214
215
9°
529'
1296'
5°30'
12°
636'
560'
12°
12°
700'
12°
1493'
5°30'
12°
917'
505'
12°
1331'
4°10'
12°
551'
1652'
4°30'
12°
684'
420'
2°30'
2°
429'
1285'
1°50'
731'
6°
3°
690'
2°
465'
5°
12
12
20
20
WESTBOUND
EASTBOUND
SIERRA
214.66
Dbl. 60" Conc. Pipe x 80'
48" C.M.P. x 74'
N
48" Conc. Pipe x 112'
6' x 8' Conc. Culv. x 114'
Dbl. 48" C.M.P. x 30'
4 Pan. B/D P/T x 53'
5 Pan. B/D P/T x 67½'
.01
.38
RL
RH
.73
.00
.65
.18
.30
.84
110 SH
90 SH
1949
1930
Min. -2.14 Max. -2.50
Slag Ballast
1937
211.75
-2.36
-2.42
-2.14
6" Slag
.04
1940
2.15
-2.32
-2.41
-2.50
2.41
2.5
2.41
-2.373
-0.69

20-10

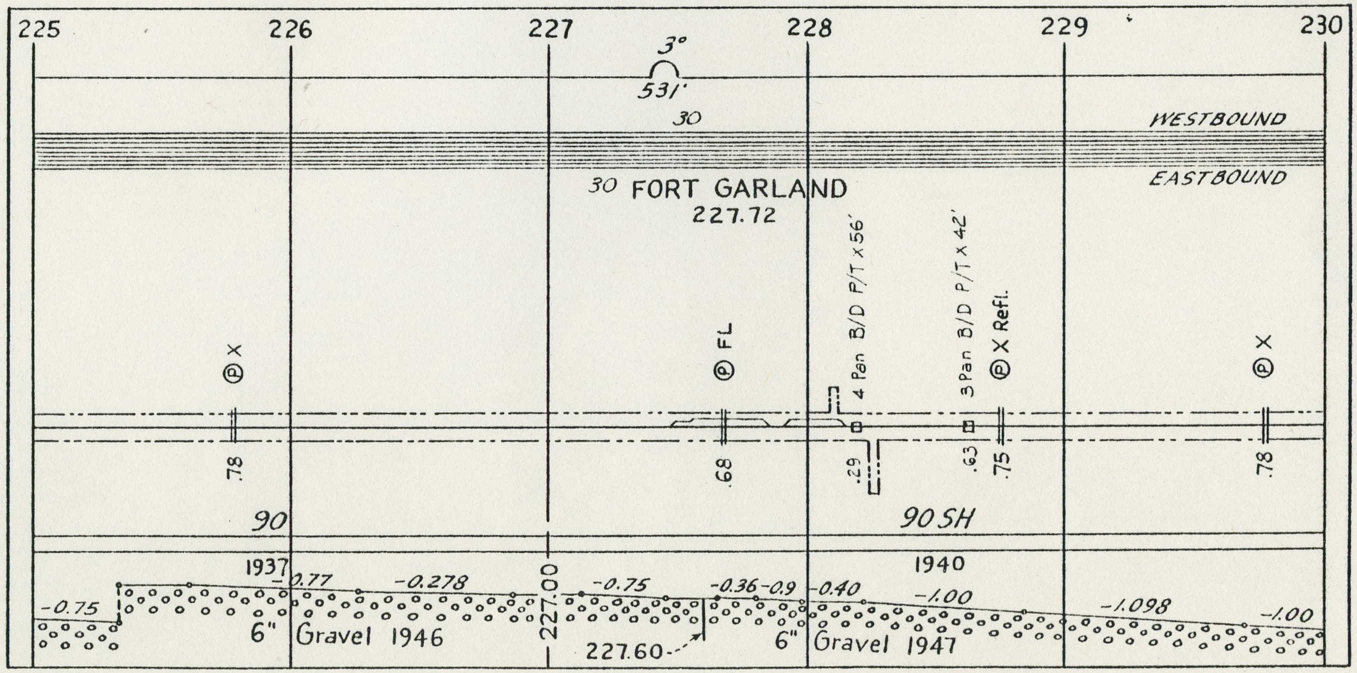
LA VETA TO ALAMOSA


215
216
217
218
219
220
930'
5°
3°
744'
523'
1°30'
9°
651'
592'
8°
5°
1013'
610'
11°
642'
2°
1530'
1°10'
4°10'
679'
4°40'
803'
6°14'
8°02'
618'
385'
6°20'
6°14'
512'
1273'
8°20'-9°
8°
319'
3°46'
610'
809'
4°
WESTBOUND
EASTBOUND
20
20
RUSSELL
217.02
5 Pan. Tr. B/D P/T x 67½'
N
3 Pan B/D P/T x 41'
4 Pan B/D P/T x 56'
3 Pan. F/D P/T x 33'
5 Pan. F/D P/T x 46'
3 Pan. Tr. B/D P/T x 41'
16' x 16' Chandler Box x 15'
.88
.95
.24
.48
.80
.92
.06
.59
90 SH
90 SH
90 SH
112#
112#
112#
112#
90 SH
90 SH
90
112#
112-115
-0.336
-0.938
-0.9
-1.00
-1.00
-0.5
-1.00
-0.69
Min. -1.09
Max. -1.42
6"
.32
Slag 1940
218.70
6"
Slag 1943

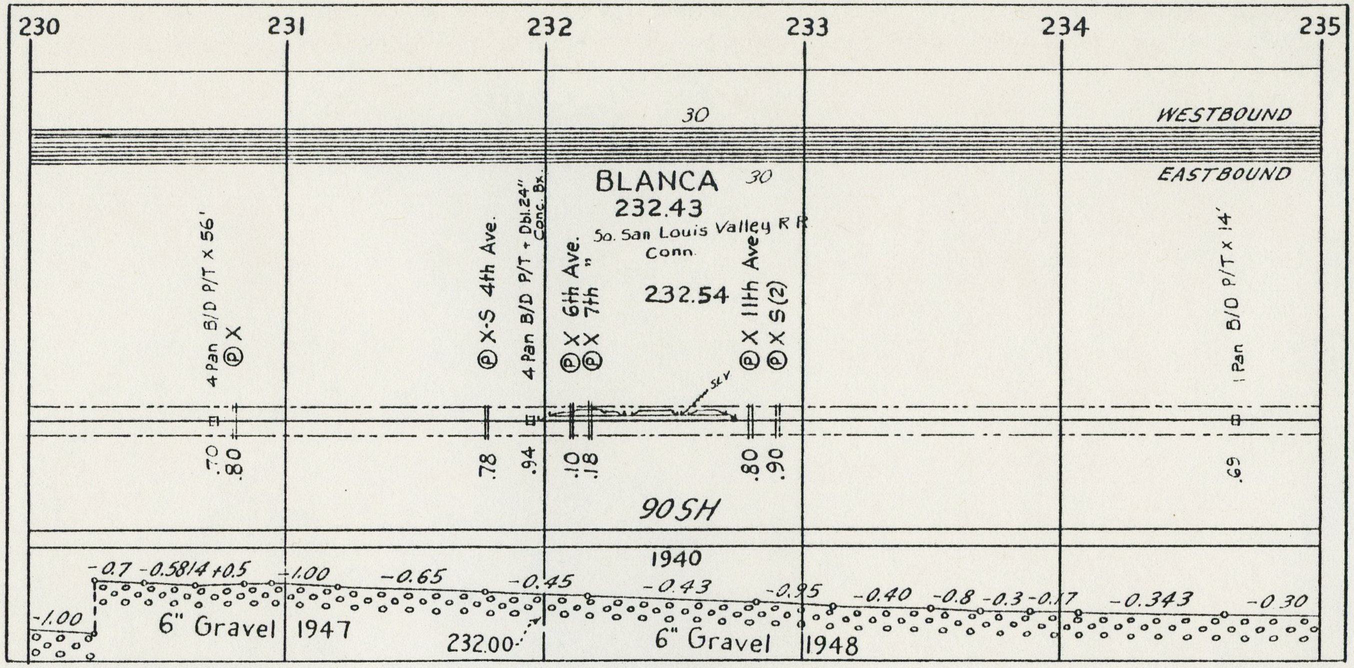
LA VETA TO ALAMOSA


220
221
222
223
224
225
4°40'
434'
6°22'
477'
4°21'
570'
689'
6°12'
4°04'
1122'
505'
6°24'
330'
2°30'
1°30'
271'
2°
422'
2°58'
1200'
2°
700'
1°
700'
20
20
30
30
WESTBOUND
EASTBOUND
MORTIMER
221.27
6 Pan. Tr. P/T x 795'
.82
90
1937
-1.0
-0.50
-0.27
-1.00
-0.40
-0.80
-0.666
-0.322
-0.75
6" Slag 1943
222.90
6" Gravel 1946

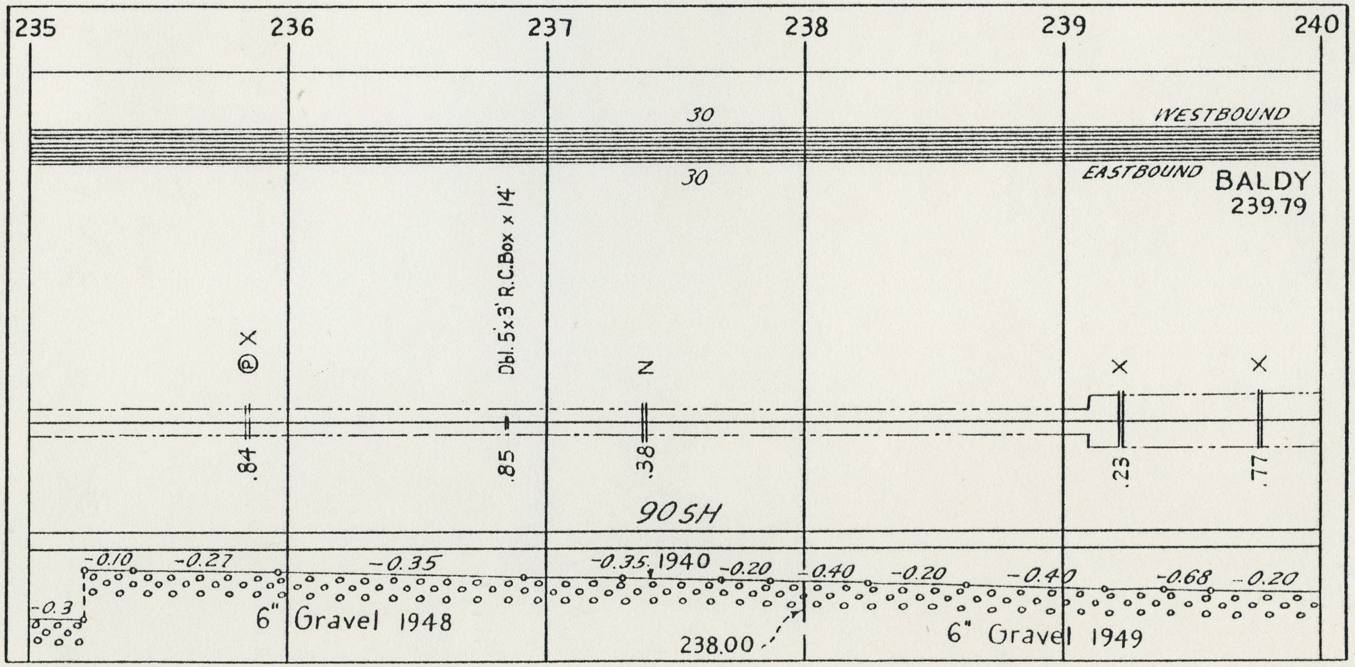
LA VETA TO ALAMOSA


225
226
227
228
229
230
3°
531'
30
30
WESTBOUND
EASTBOUND
FORT GARLAND
227.72
Ⓟ X
.78
Ⓟ FL
.68
4 Pan B/D P/T x 56'
.29
3 Pan B/D P/T x 42'
.63
Ⓟ X Refl.
.75
Ⓟ X
.78
90
90 SH
1937
1940
-0.75
0.77
-0.278
227.00
-0.75
-0.36
-0.9
-0.40
-1.00
-1.098
-1.00
6" Gravel 1946
227.60
6" Gravel 1947

LA VETA TO ALAMOSA

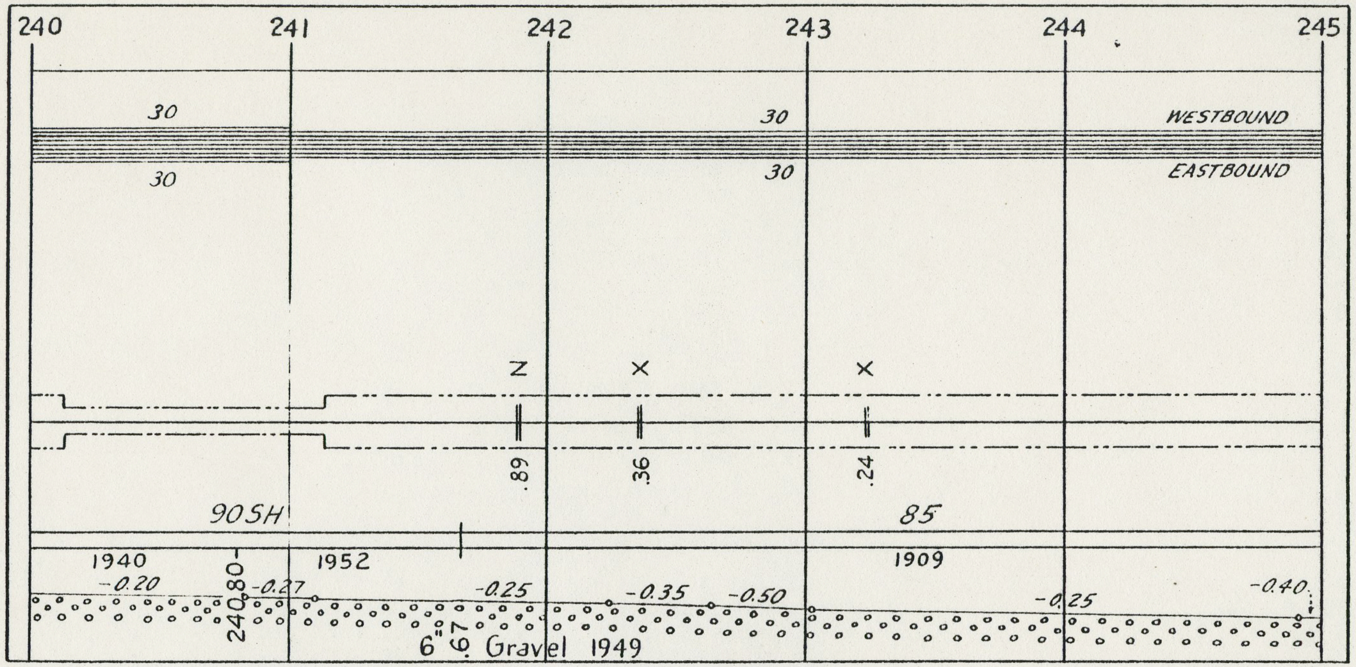

230
231
232
233
234
235
30
WESTBOUND
EASTBOUND
30
BLANCA
232.43
So. San Louis Valley R R
Conn.
232.54
4 Pan B/D P/T x 56'
Ⓟ X
Ⓟ X-S 4th Ave.
4 Pan B/D P/T + Dbl. 24" Conc. Bx.
Ⓟ X 6th Ave.
Ⓟ X 7th "
Ⓟ X 11th Ave.
Ⓟ X S(2)
SLV
1 Pan B/D P/T x 14'
.70
.80
.78
.94
.10
.18
.80
.90
.69
90 SH
1940
-1.00
-0.7
-0.58
14 +0.5
-1.00
-0.65
-0.45
-0.43
-0.95
-0.40
-0.8
-0.3
-0.17
-0.343
-0.30
6" Gravel 1947
232.00
6" Gravel 1948

LA VETA TO ALAMOSA


235
236
237
238
239
240
30
WESTBOUND
EASTBOUND
30
BALDY
239.79
Ⓟ X
Dbl. 5'x3' R.C.Box x 14'
N
X
X
.84
.85
.38
.23
.77
90 SH
-0.3
-0.10
-0.27
-0.35
-0.35
1940
-0.20
-0.40
-0.20
-0.40
-0.68
-0.20
6" Gravel 1948
238.00
6" Gravel 1949

20-15

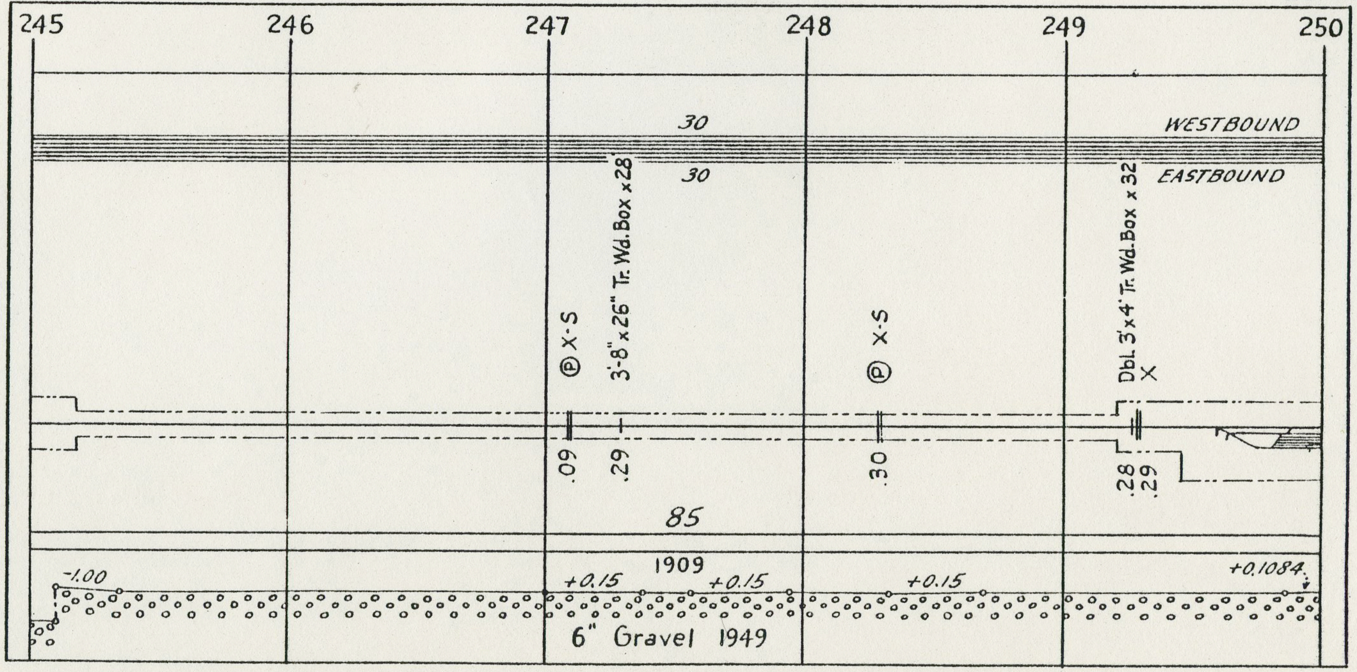
LA VETA TO ALAMOSA



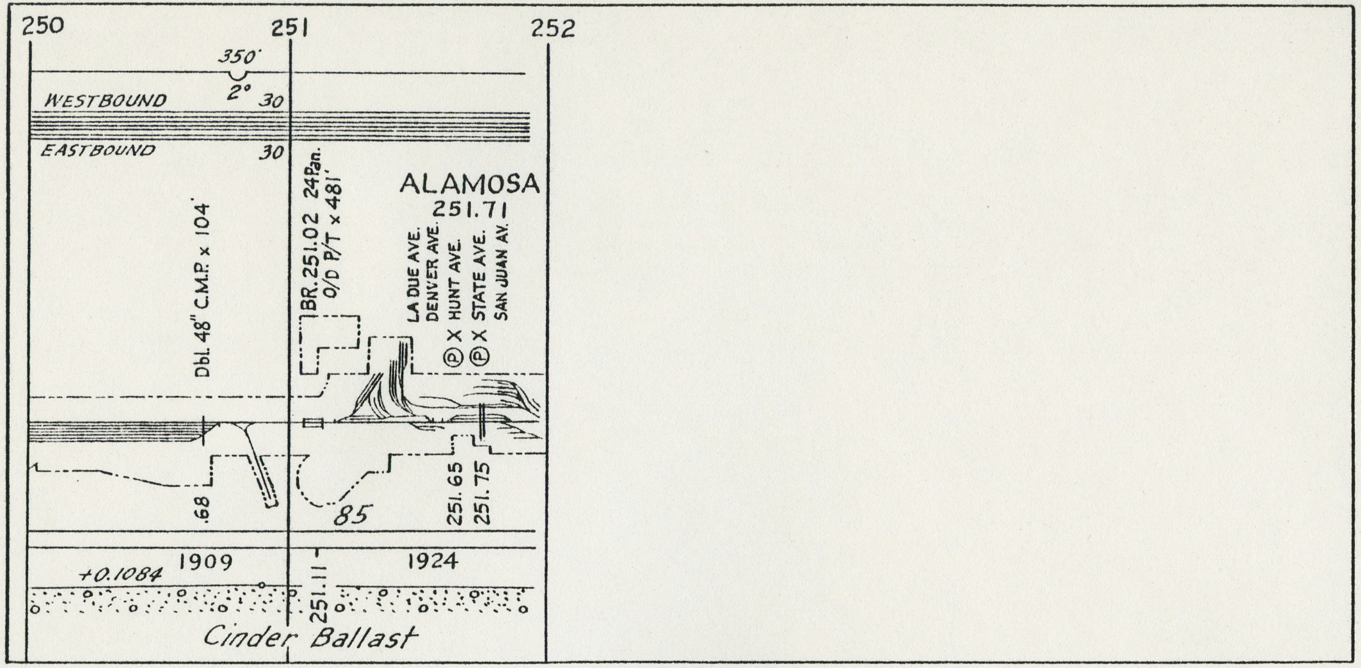
240
241
242
243
244
245
30
30
WESTBOUND
30
30
EASTBOUND
N
X
X
.89
.36
.24
90SH
85
1940
240.80
1952
1909
-0.20
-0.27
-0.25
-0.35
-0.50
-0.25
-0.40
6" .67 Gravel 1949

20-16

LA VETA TO ALAMOSA



245
246
247
248
249
250
30
WESTBOUND
30
EASTBOUND
Ⓟ X-S
3'-8" x 26" Tr. Wd. Box x 28
Ⓟ X-S
Dbl. 3'x4' Tr. Wd. Box x 32
X
.09
.29
.30
.28
.29
85
1909
-1.00
+0.15
+0.15
+0.15
+0.1084
6" Gravel 1949


250
251
252
350'
2°
WESTBOUND
30
EASTBOUND
30
ALAMOSA
251.71
Dbl. 48" C.M.P. x 104'
BR. 251.02 24 Pan.
O/D P/T x 481'
LA DUE AVE.
DENVER AVE.
Ⓟ X HUNT AVE.
Ⓟ X STATE AVE.
SAN JUAN AV.
.68
85
251.65
251.75
+0.1084
1909
1924
251.11
Cinder Ballast

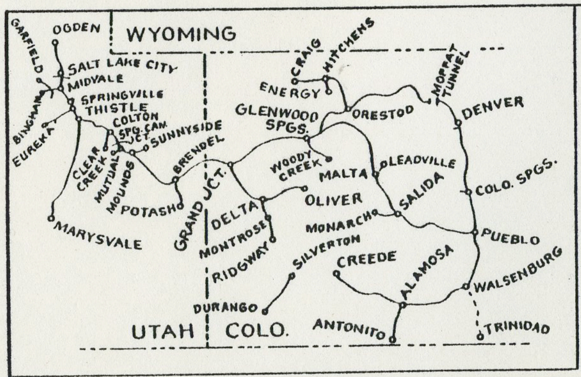
3

D. & R. G. W. R. R. Co.

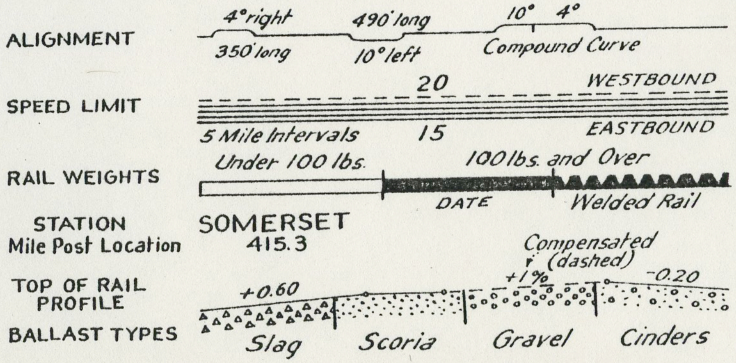
GRADE AND ALIGNMENT

ALAMOSA TO ANTONITO

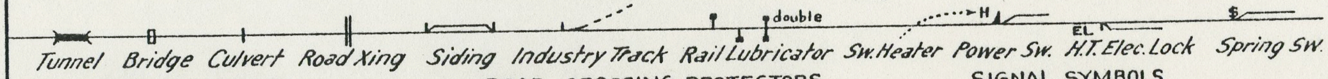
M.P. 251.71 to M.P. 280.32



OGDEN
WYOMING
GARFIELD
SALT LAKE CITY
MIDVALE
SPRINGVILLE
THISTLE
COLTON
SPG. CAN. JCT.
SUNNYSIDE
BINGHAM
EUREKA
CLEAR CREEK
MUTUAL
MOUNDS
POTASH
BRENDEL
GRAND JCT.
MARYSVALE
CRAIG
HITCHENS
ENERGY
GLENWOOD SPGS.
ORESTOD
MOFFAT TUNNEL
DENVER
WOODY CREEK
MALTA
LEADVILLE
COLO. SPGS.
OLIVER
DELTA
MONTROSE
MONARCH
SALIDA
PUEBLO
RIDGWAY
SILVERTON
CREEDE
ALAMOSA
WALSENBURG
DURANGO
UTAH
COLO.
ANTONITO
TRINIDAD



ALIGNMENT
4° right
350' long
490' long
10° left
10°
4°
Compound Curve
SPEED LIMIT
20
WESTBOUND
5 Mile Intervals
15
EASTBOUND
RAIL WEIGHTS
Under 100 lbs.
100 lbs. and Over
DATE
Welded Rail
STATION
Mile Post Location
SOMERSET
415.3
TOP OF RAIL PROFILE
+0.60
Compensated (dashed)
+1%
-0.20
BALLAST TYPES
Slag
Scoria
Gravel
Cinders



double
H
EL
$
Tunnel
Bridge
Culvert
Road Xing
Siding
Industry Track
Rail Lubricator
Sw. Heater
Power Sw.
H.T. Elec. Lock
Spring Sw.

ROAD CROSSINGS

Ⓟ	Public Road
CO 56	County Road
SH 32	State Highway
US 6	U.S. Highway
I 25	Interstate
ELM ST.	City Street

ROAD CROSSING PROTECTORS

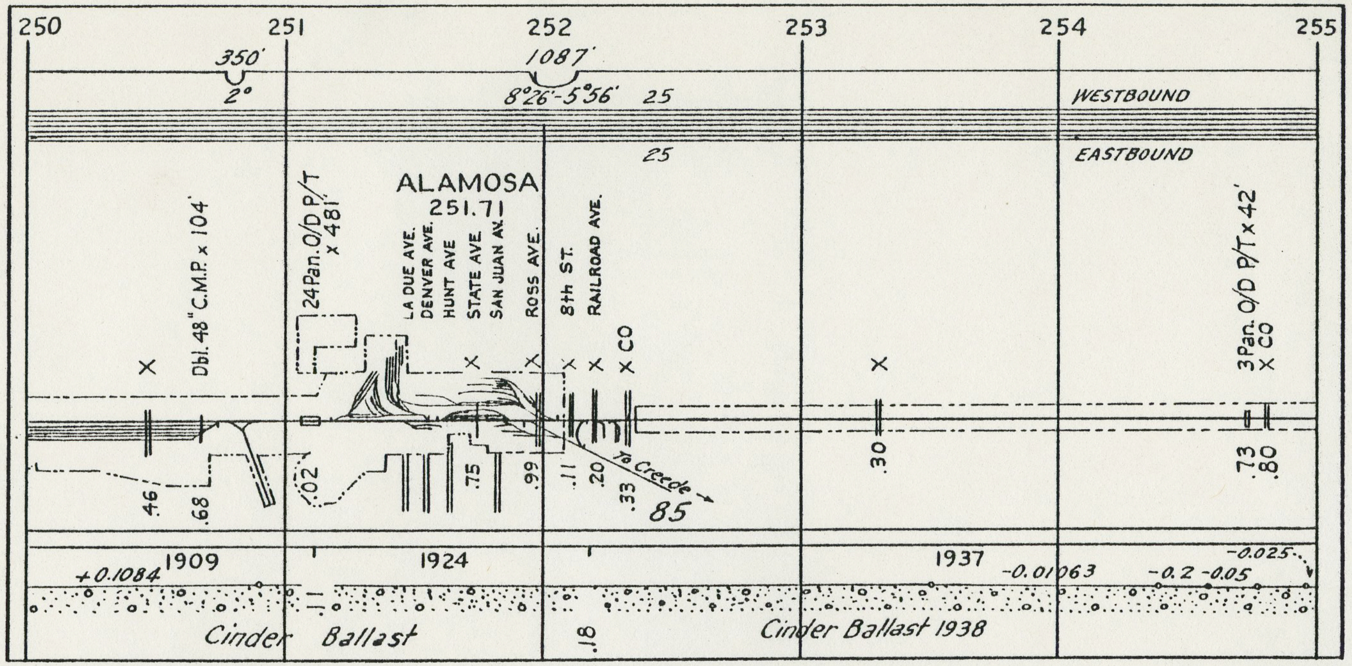
FL	Flashing lights
B	Bell
X	Cross buck
N	Private Crossing.
Y	Flashing yellow
AG	Automatic gates
S	Stop sign
TL	City Traffic lights
GCP	Predictor
M	Motion detector
DE	Dragging equip.

SIGNAL SYMBOLS

LH	Left hand
R	Repeater
HW	High Water Det.
DY	Double yellow
FY	Flashing yellow
CO	Call on
G	Grade

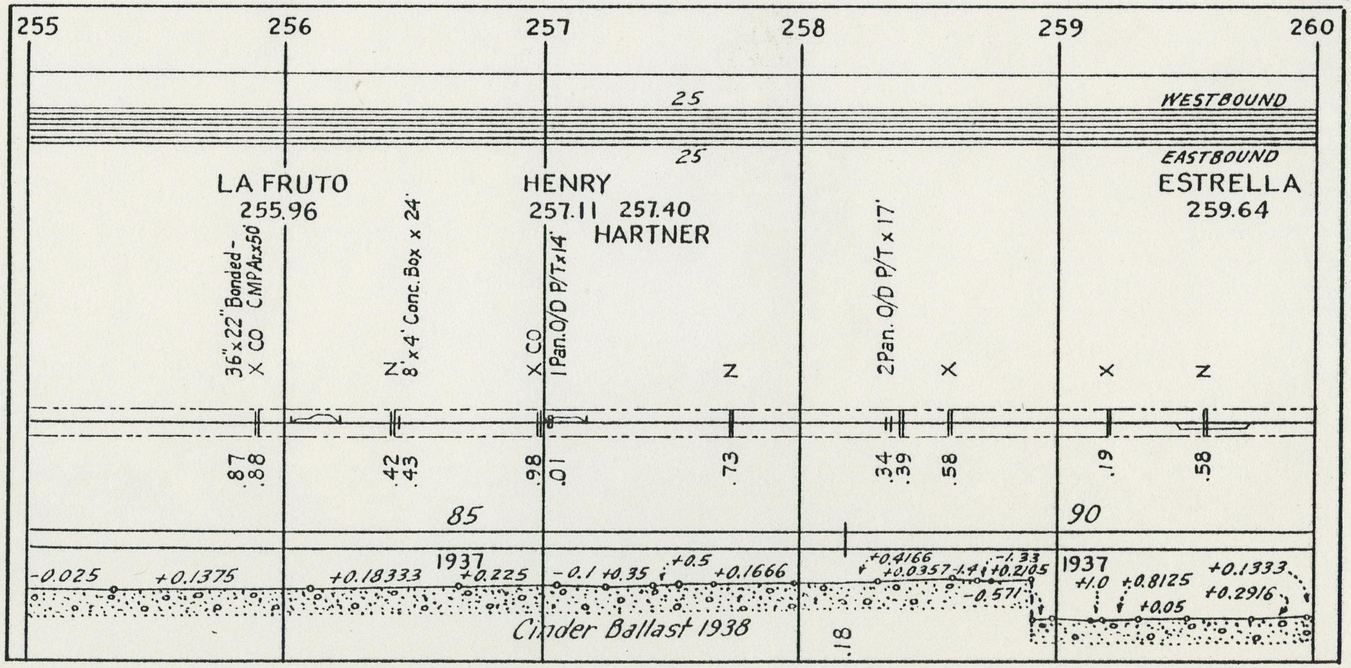
ALAMOSA TO ANTONITO

24-1

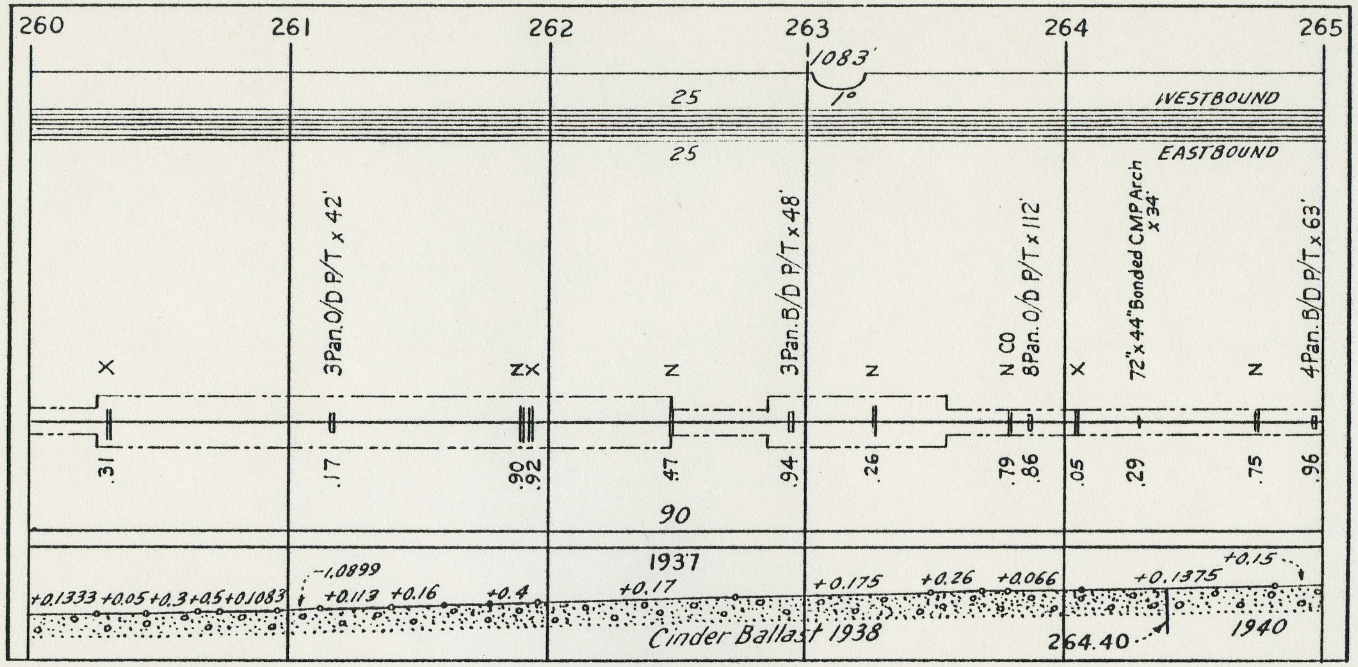

250
251
252
253
254
255
350'
2°
1087'
8°26'-5°56'
25
WESTBOUND
25
EASTBOUND
ALAMOSA
251.71
Dbl. 48" C.M.P. x 104'
24 Pan. O/D P/T x 481'
LA DUE AVE.
DENVER AVE.
HUNT AVE
STATE AVE
SAN JUAN AV.
ROSS AVE.
8th ST.
RAILROAD AVE.
X
X CO
3 Pan. O/D P/T x 42'
X CO
.46
.68
.02
.75
.99
.11
.20
.33
To Creede
85
.30
.73
.80
+0.1084
1909
1924
1937
-0.01063
-0.2
-0.05
-0.025
.11
Cinder Ballast
.18
Cinder Ballast 1938

ALAMOSA TO ANTONITO

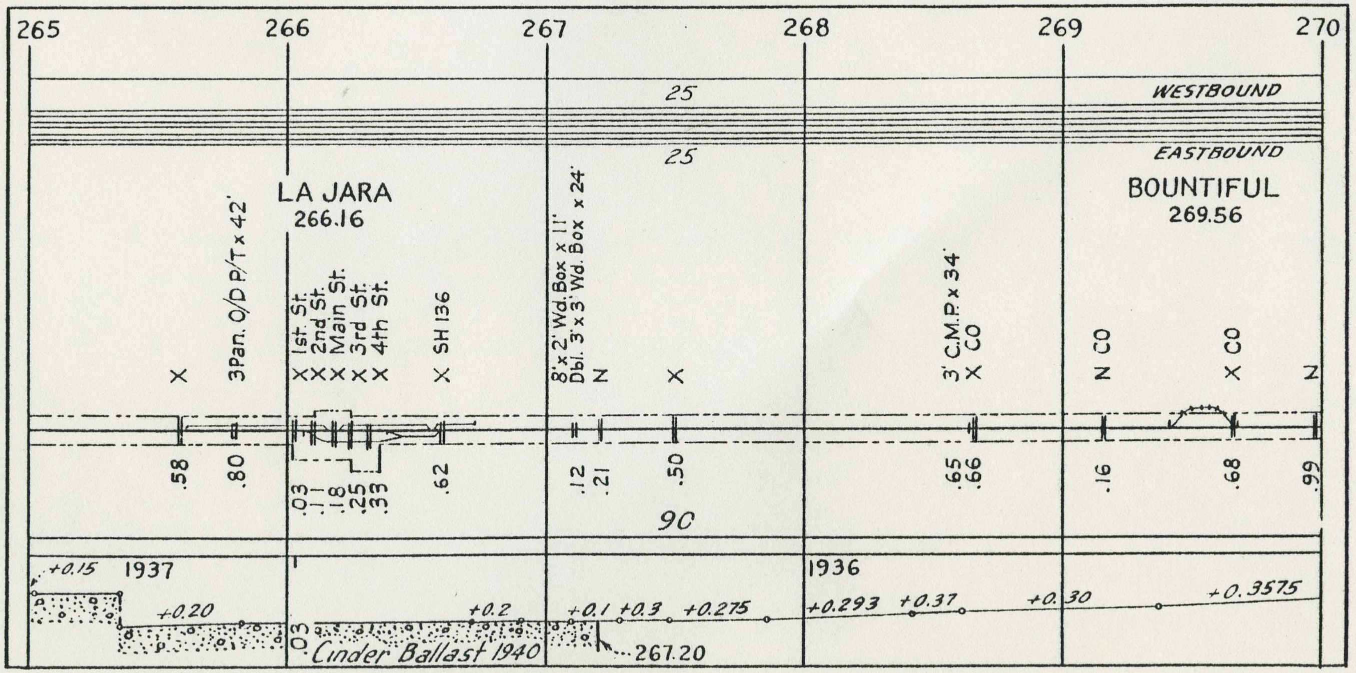
24-2


255
256
257
258
259
260
25
WESTBOUND
25
EASTBOUND
LA FRUTO
255.96
HENRY
257.11
257.40
HARTNER
ESTRELLA
259.64
36"x22" Bonded-CMPA x 50'
X CO
8'x4' Conc. Box x 24'
Z
X CO
1 Pan. O/D P/T x 14'
Z
2 Pan. O/D P/T x 17'
X
X
Z
.87
.88
.42
.43
.98
.01
.73
.34
.39
.58
.19
.58
85
90
-0.025
+0.1375
+0.18333
1937
+0.225
-0.1
+0.35
+0.5
+0.1666
+0.4166
+0.0357
-1.4
-1.33
+0.2105
-0.571
1937
+1.0
+0.8125
+0.05
+0.1333
+0.2916
Cinder Ballast 1938
.18

ALAMOSA TO ANTONITO

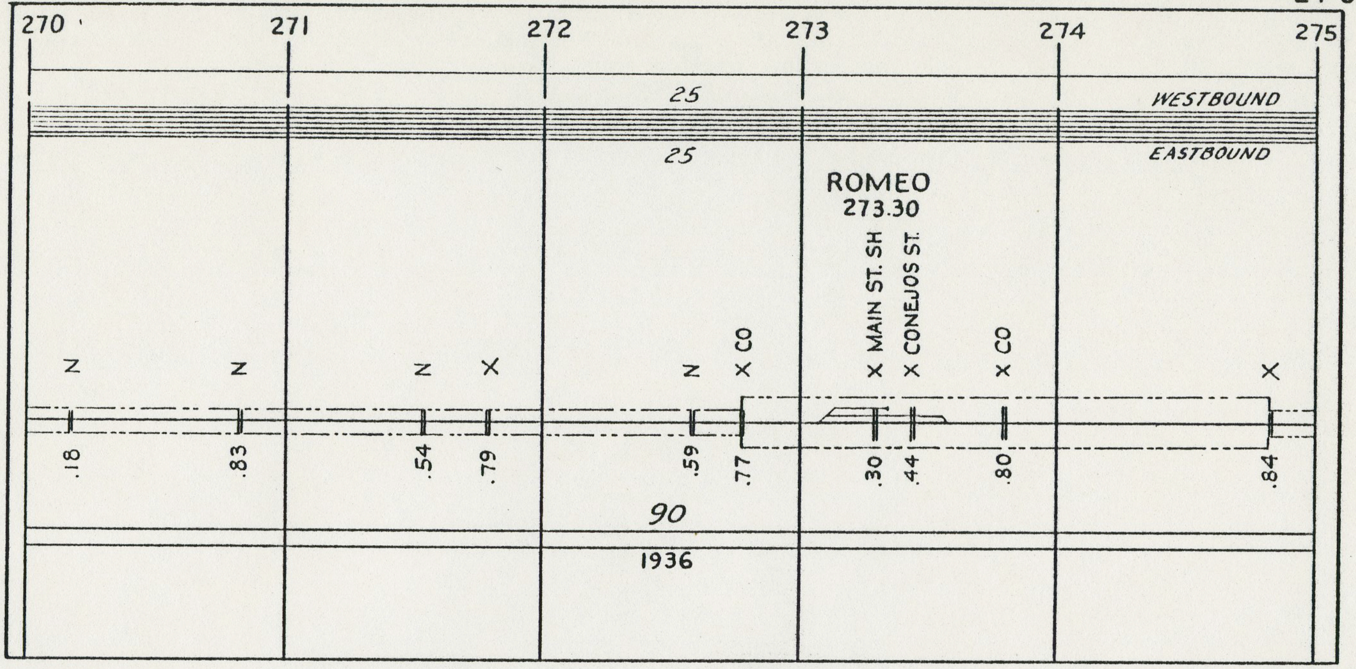

260
261
262
263
264
265
1083'
1°
25
WESTBOUND
25
EASTBOUND
3Pan.O/D P/T x 42'
3Pan.B/D P/T x 48'
N CO
8Pan. O/D P/T x 112'
72"x 44" Bonded CMP Arch x 34'
4Pan.B/D P/T x 63'
X
N X
N
N
X
N
.31
.17
.90
.92
.47
.94
.26
.79
.86
.05
.29
.75
.96
90
1937
+0.1333 +0.05 +0.3 +0.5 +0.1083
-1.0899
+0.113 +0.16
+0.4
+0.17
+0.175
+0.26
+0.066
+0.1375
+0.15
Cinder Ballast 1938
264.40
1940

ALAMOSA TO ANTONITO


265
266
267
268
269
270
25
WESTBOUND
25
EASTBOUND
LA JARA
266.16
BOUNTIFUL
269.56
3Pan. O/D P/T x 42'
1st. St.
2nd St.
Main St.
3rd St.
4th St.
SH 136
8'x 2' Wd. Box x 11'
Dbl. 3'x 3' Wd. Box x 24'
3' C.M.P. x 34'
X CO
N CO
X CO
X
X X X X X
X
N
X
N
.58
.80
.03
.11
.18
.25
.33
.62
.12
.21
.50
.65
.66
.16
.68
.99
90
+0.15
1937
1936
+0.20
.03
+0.2
+0.1 +0.3 +0.275
+0.293 +0.37
+0.30
+0.3575
Cinder Ballast 1940
267.20

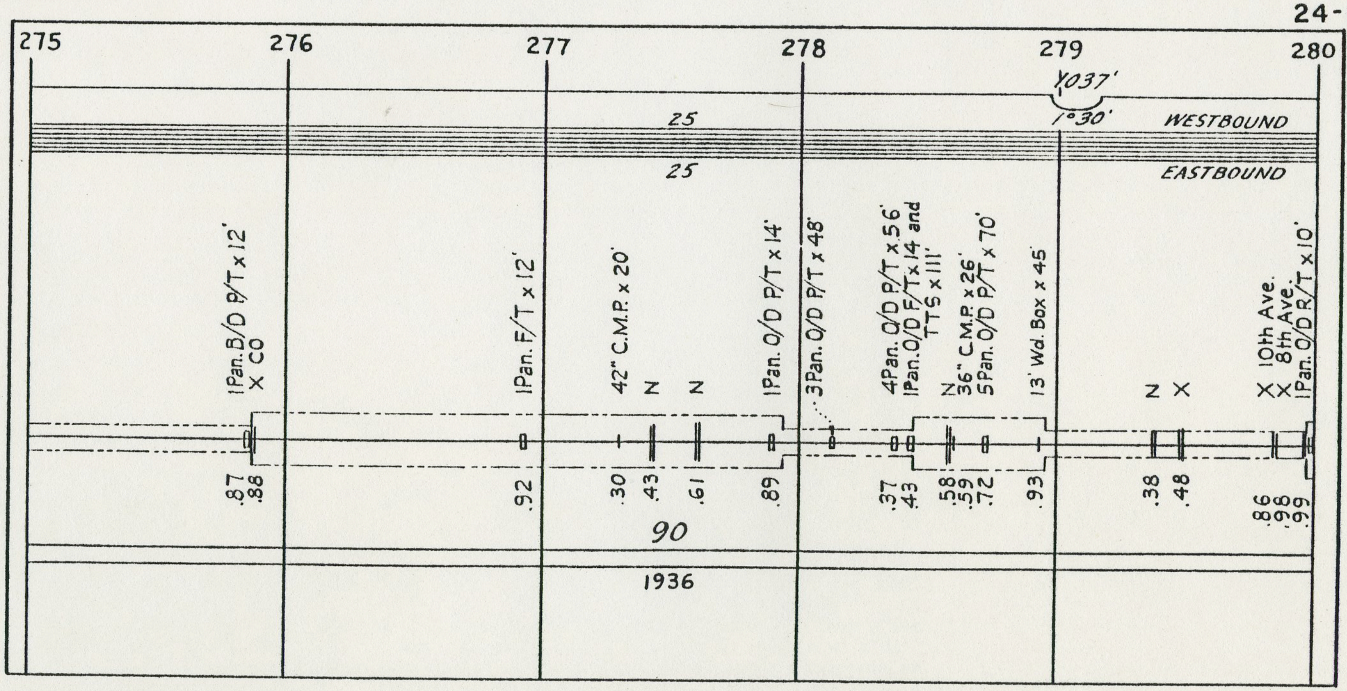
ALAMOSA TO ANTONITO

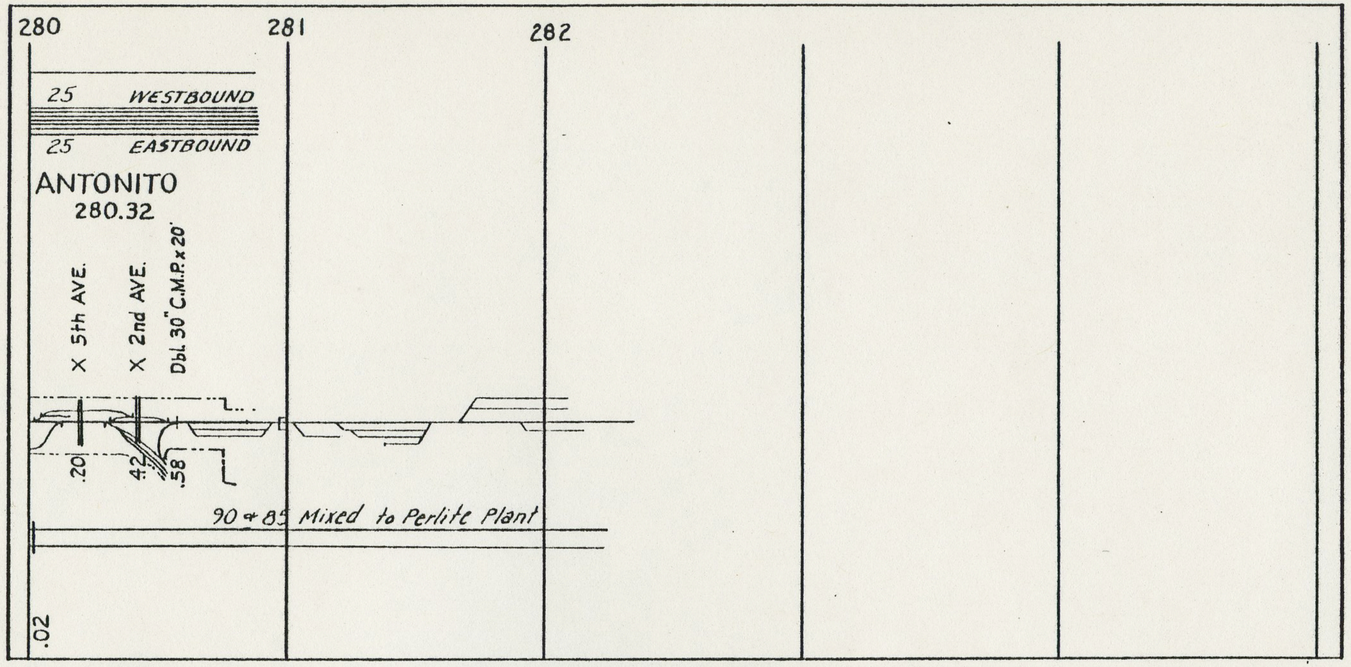
24-5


270
271
272
273
274
275
25
WESTBOUND
25
EASTBOUND
ROMEO
273.30
N
N
N
X
N
X CO
X MAIN ST. SH
X CONEJOS ST.
X CO
X
.18
.83
.54
.79
.59
.77
.30
.44
.80
.84
90
1936

ALAMOSA TO ANTONITO

24-6


275
276
277
278
279
280
1°037'
1°30'
25
WESTBOUND
25
EASTBOUND
1Pan. B/D P/T x 12'
X CO
1Pan. F/T x 12'
42" C.M.P. x 20'
N
N
1Pan. O/D P/T x 14'
3Pan. O/D P/T x 48'
4Pan. O/D P/T x 56'
1Pan. O/D F/T x 14 and TTS x 111'
N
36" C.M.P. x 26'
5Pan. O/D P/T x 70'
13' Wd. Box x 45'
N
X
X 10th Ave.
X 8th Ave.
1Pan. O/D R/T x 10'
.87
.88
.92
.30
.43
.61
.89
.37
.43
.58
.59
.72
.93
.38
.48
.86
.98
.99
90
1936


280
281
282
25 WESTBOUND
25 EASTBOUND
ANTONITO
280.32
X 5th AVE.
X 2nd AVE.
Dbl. 30" C.M.P. x 20'
.20
.42
.58
90 & 85 Mixed to Perlite Plant
.02

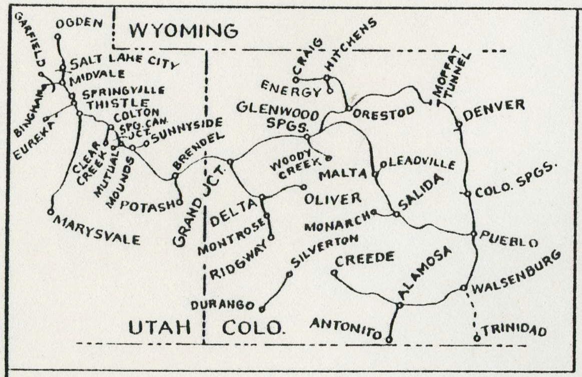
4

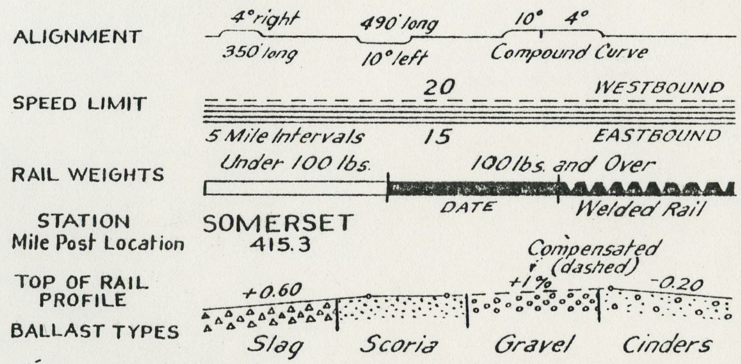
D. & R. G. W. R. R. Co.

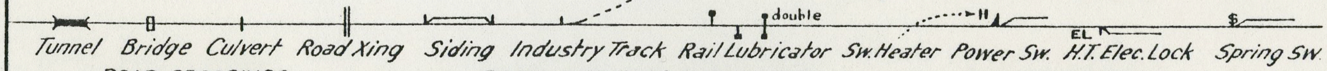
GRADE AND ALIGNMENT

CREEDE BRANCH

M.P. 251.95 to M.P. 321.88


WYOMING
OGDEN
GARFIELD
SALT LAKE CITY
MIDVALE
BINGHAM
SPRINGVILLE
THISTLE
EUREKA
COLTON
SPG. CAN JCT.
SUNNYSIDE
CLEAR CREEK
MUTUAL
MOUNDS
POTASH
BRENDEL
GRAND JCT.
MARYSVALE
CRAIG
HITCHENS
ENERGY
GLENWOOD SPGS.
ORESTOD
MOFFAT TUNNEL
DENVER
WOODY CREEK
MALTA
LEADVILLE
DELTA
OLIVER
SALIDA
COLO. SPGS.
MONTROSE
MONARCH
PUEBLO
RIDGWAY
SILVERTON
CREEDE
ALAMOSA
WALSENBURG
DURANGO
ANTONITO
TRINIDAD
UTAH
COLO.


ALIGNMENT
4° right
350' long
490' long
10° left
10°
4°
Compound Curve
SPEED LIMIT
20
WESTBOUND
5 Mile Intervals
15
EASTBOUND
RAIL WEIGHTS
Under 100 lbs.
100 lbs. and Over
DATE
Welded Rail
STATION
Mile Post Location
SOMERSET
415.3
TOP OF RAIL PROFILE
+0.60
Compensated (dashed)
+1%
-0.20
BALLAST TYPES
Slag
Scoria
Gravel
Cinders


double
EL
$
Tunnel
Bridge
Culvert
Road Xing
Siding
Industry Track
Rail Lubricator
Sw. Heater
Power Sw.
H.T. Elec. Lock
Spring Sw.

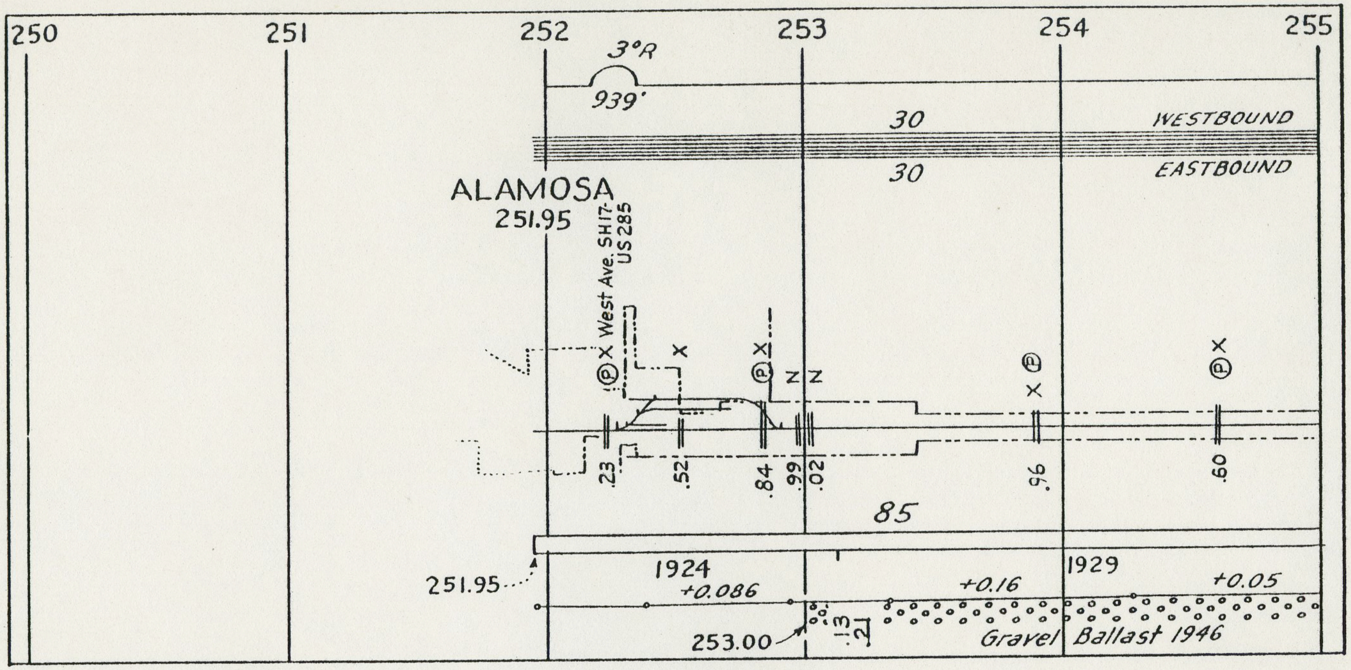
ROAD CROSSINGS
Ⓟ .... Public Road
CO 56 .... County Road
SH 32 ..... State Highway
US 6 ...... U.S. Highway
I 25 ...... Interstate
ELM ST .. City Street

ROAD CROSSING PROTECTORS
FL .... Flashing lights
B ..... Bell
X ..... Cross buck
N ..... Private Crossing.
Y ..... Flashing yellow
AG ... Automatic gates
S .... Stop sign
TL ..... City Traffic lights
GCP.... Predictor
M ...... Motion detector
DE ..... Dragging equip.

SIGNAL SYMBOLS
LH..... Left hand
R...... Repeater
HW.... High Water Det.
DY..... Double yellow
FY..... Flashing yellow
CO..... Call on
G....... Grade

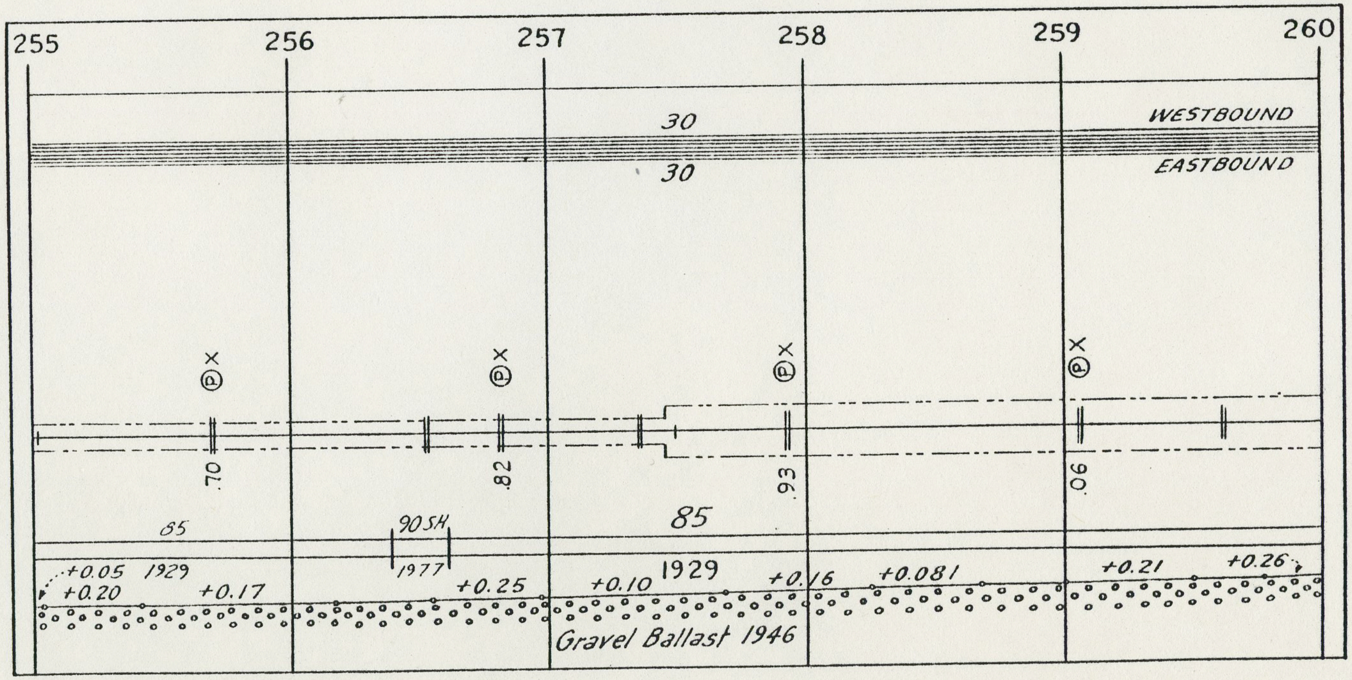
ALAMOSA TO CREEDE

23-1


250
251
252
253
254
255
3°R
939'
30
WESTBOUND
30
EASTBOUND
ALAMOSA
251.95
Ⓟ X West Ave. SH17-US285
X
Ⓟ X
N
N
X Ⓟ
Ⓟ X
.23
.52
.84
.99
.02
.96
.60
85
251.95
1924
+0.086
253.00
.13
.21
+0.16
1929
+0.05
Gravel Ballast 1946

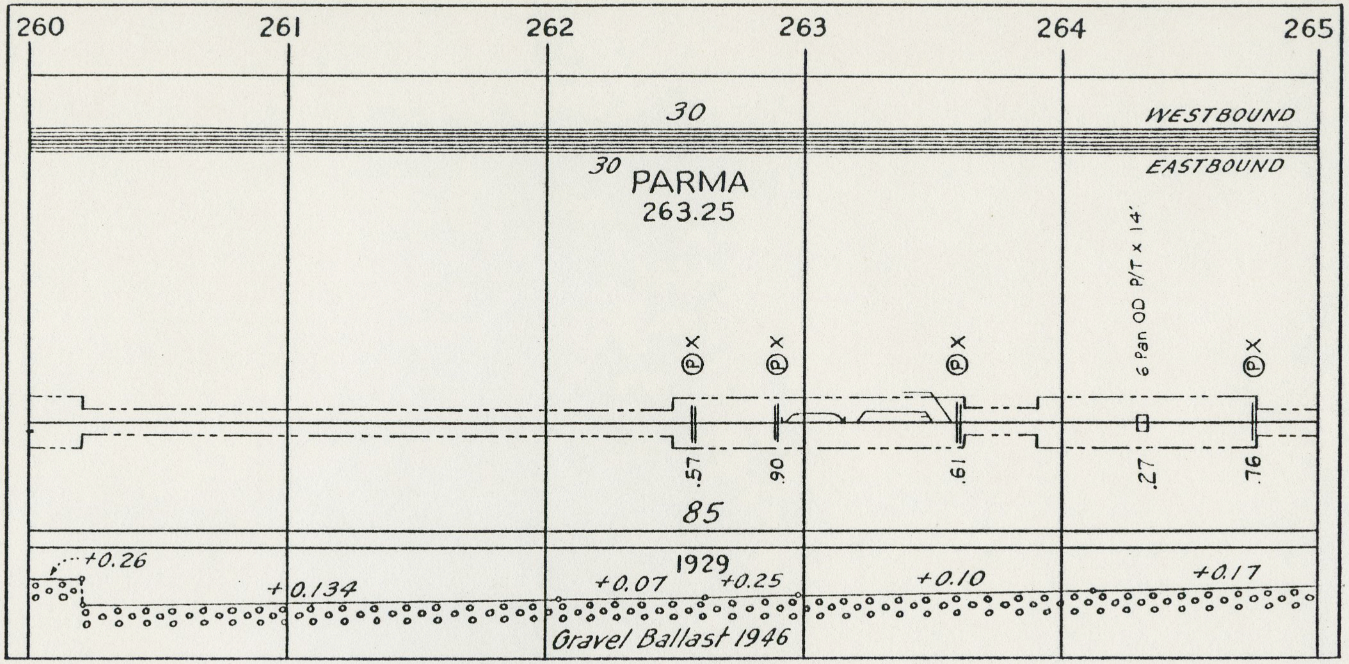
ALAMOSA TO CREEDE

23-2


255
256
257
258
259
260
30
WESTBOUND
30
EASTBOUND
Ⓟ X
Ⓟ X
Ⓟ X
Ⓟ X
.70
.82
.93
.06
85
90SH
1977
85
+0.05
1929
+0.20
+0.17
+0.25
+0.10
1929
+0.16
+0.081
+0.21
+0.26
Gravel Ballast 1946

23-3

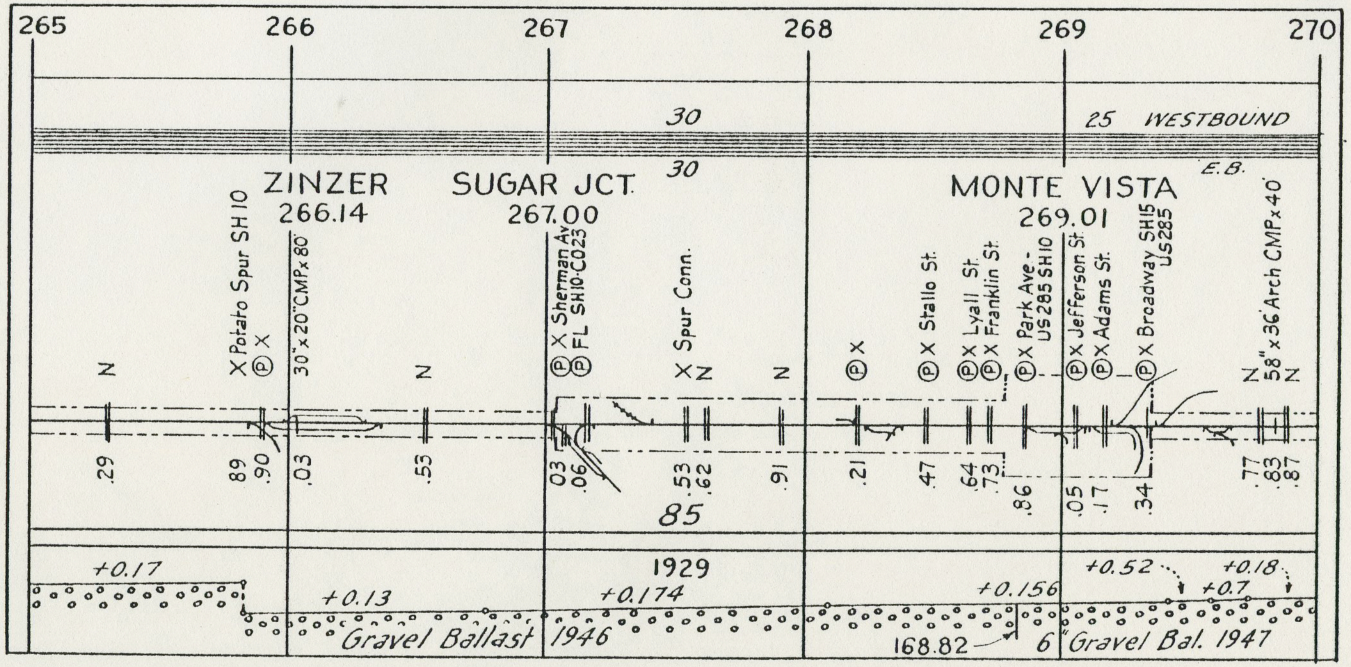
ALAMOSA TO CREEDE



260
261
262
263
264
265
30
WESTBOUND
30
EASTBOUND
PARMA
263.25
6 Pan OD P/T x 14'
Ⓟ X
Ⓟ X
Ⓟ X
Ⓟ X
.57
.90
.61
.27
.76
85
+0.26
+0.134
1929
+0.07
+0.25
+0.10
+0.17
Gravel Ballast 1946

23-4

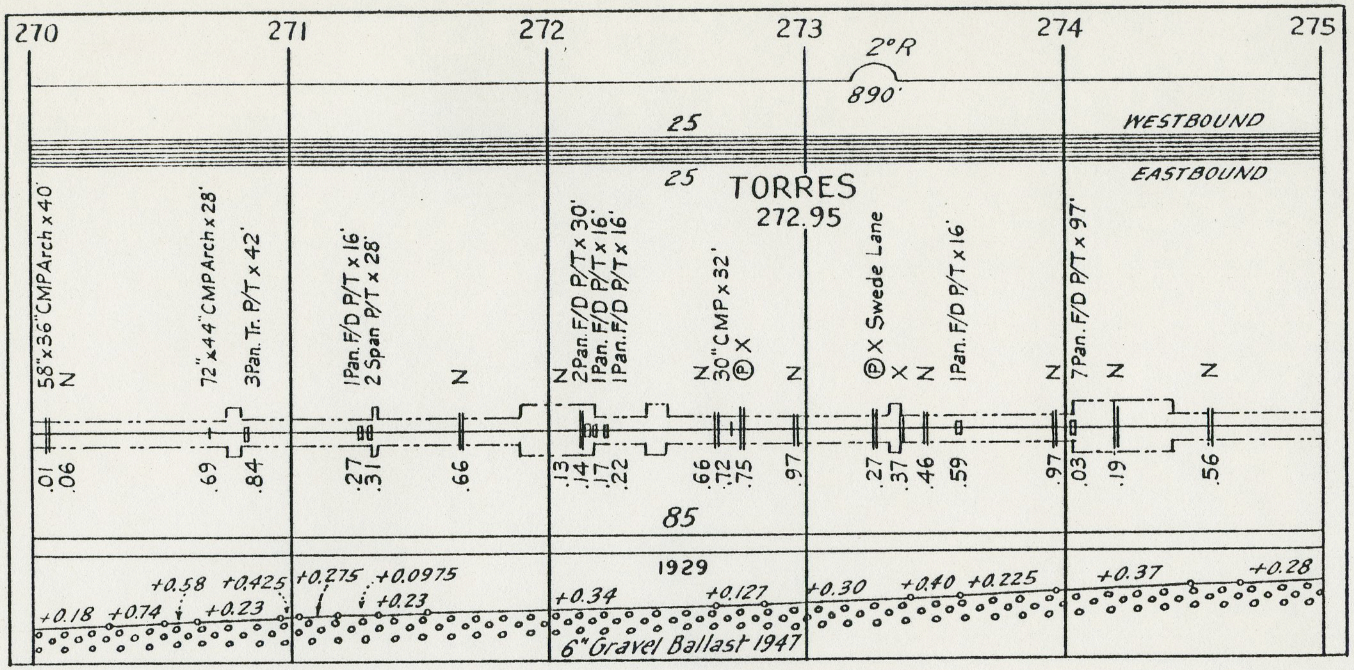
ALAMOSA TO CREEDE



265
266
267
268
269
270
30
25 WESTBOUND
30
E.B.
ZINZER
266.14
SUGAR JCT.
267.00
MONTE VISTA
269.01
N
X Potato Spur SH 10
Ⓟ X
30"x20"CMPx80'
N
Ⓟ X Sherman Av
Ⓟ FL SH10-C023
X Spur Conn.
Z
N
Ⓟ X
Ⓟ X Stallo St.
Ⓟ X Lyall St.
Ⓟ X Franklin St.
Ⓟ X Park Ave.-US 285 SH10
Ⓟ X Jefferson St.
Ⓟ X Adams St.
Ⓟ X Broadway SH15 US285
Z
58"x36"Arch CMPx40'
Z
.29
.89
.90
.03
.53
.03
.06
.53
.62
.91
.21
.47
.64
.73
.86
.05
.17
.34
.77
.83
.87
85
+0.17
+0.13
1929
+0.174
+0.156
+0.52
+0.18
+0.7
Gravel Ballast 1946
168.82
6" Gravel Bal. 1947

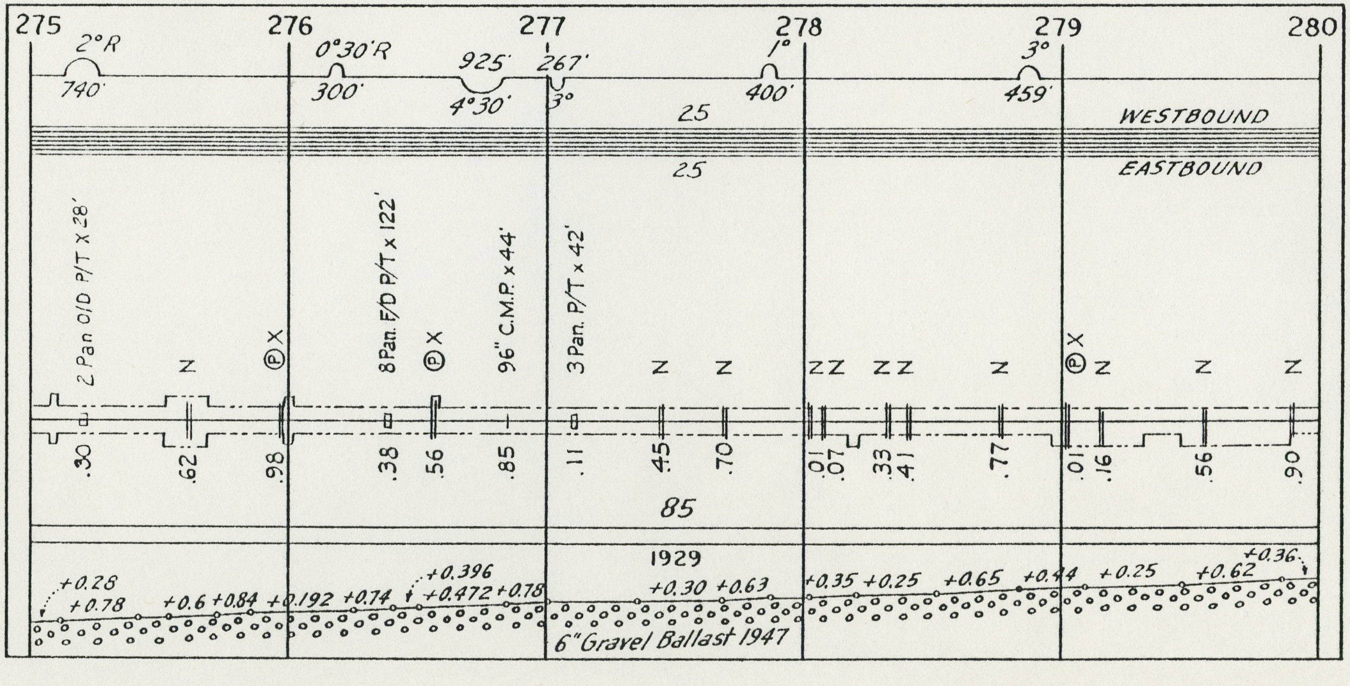
ALAMOSA TO CREEDE

23-5


270
271
272
273
274
275
2°R
890'
25
WESTBOUND
25
EASTBOUND
TORRES
272.95
58"x36" CMP Arch x 40'
N
72"x44" CMP Arch x 28'
3 Pan. Tr. P/T x 42'
1 Pan. F/D P/T x 16'
2 Span P/T x 28'
N
N
2 Pan. F/D P/T x 30'
1 Pan. F/D P/T x 16'
1 Pan. F/D P/T x 16'
N
30" CMP x 32'
Ⓟ X
N
Ⓟ X Swede Lane
X
N
1 Pan. F/D P/T x 16'
N
7 Pan. F/D P/T x 97'
N
N
.01
.06
.69
.84
.27
.31
.66
.13
.14
.17
.22
.66
.72
.75
.97
.27
.37
.46
.59
.97
.03
.19
.56
85
1929
+0.18
+0.74
+0.58
+0.425
+0.23
+0.275
+0.0975
+0.23
+0.34
+0.127
+0.30
+0.40
+0.225
+0.37
+0.28
6" Gravel Ballast 1947

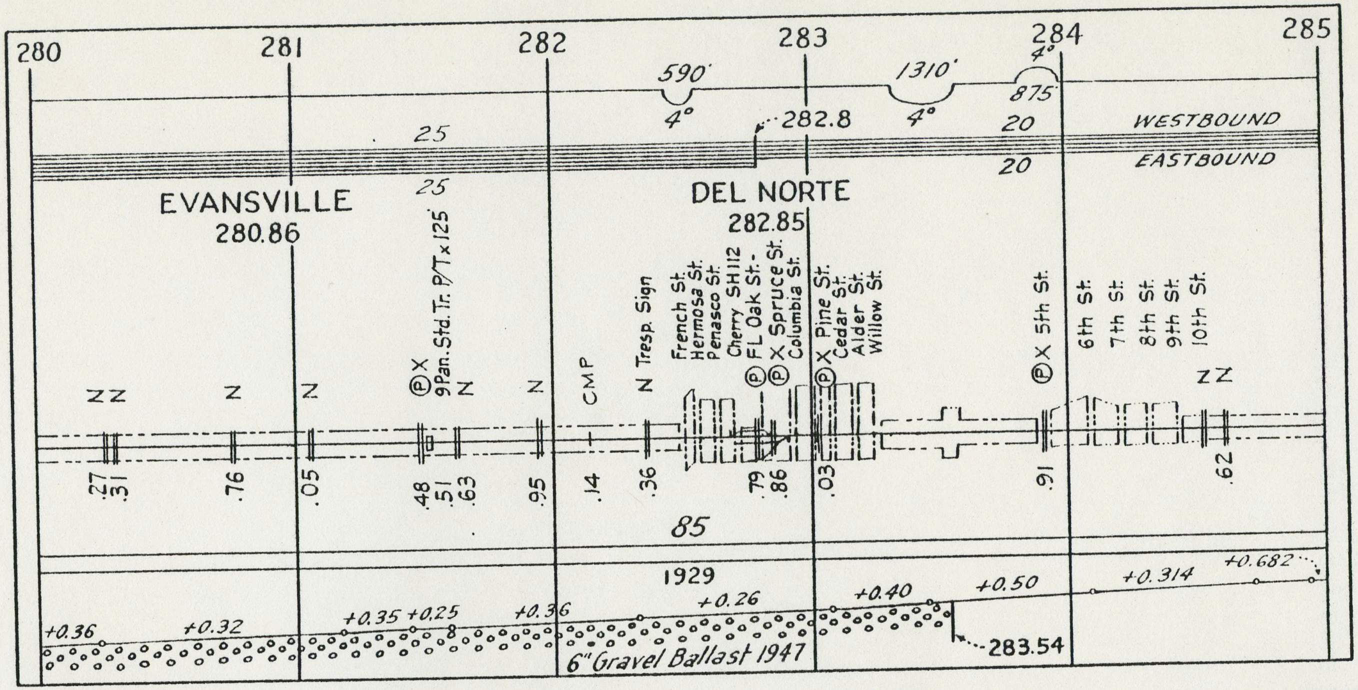
ALAMOSA TO CREEDE

23-6


275
276
277
278
279
280
2°R
740'
0°30'R
300'
925'
4°30'
267'
3°
1°
400'
3°
459'
25
WESTBOUND
25
EASTBOUND
2 Pan O/D P/T x 28'
N
Ⓟ X
8 Pan. F/D P/T x 122'
Ⓟ X
96" C.M.P. x 44'
3 Pan. P/T x 42'
N
N
Z Z
Z Z
N
Ⓟ X
N
N
N
.30
.62
.98
.38
.56
.85
.11
.45
.70
.01
.07
.33
.41
.77
.01
.16
.56
.90
85
1929
+0.28
+0.78
+0.6
+0.84
+0.192
+0.74
+0.396
+0.472
+0.78
+0.30
+0.63
+0.35
+0.25
+0.65
+0.44
+0.25
+0.62
+0.36
6" Gravel Ballast 1947

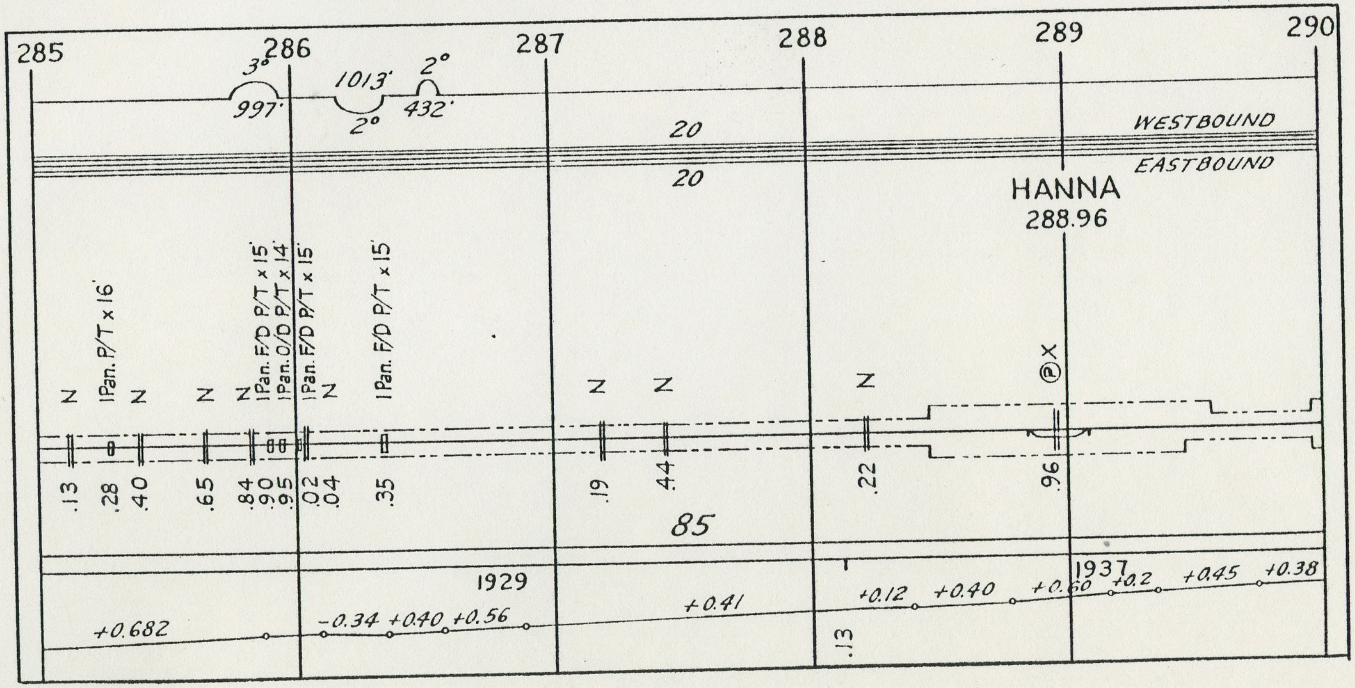
23-7

ALAMOSA TO CREEDE

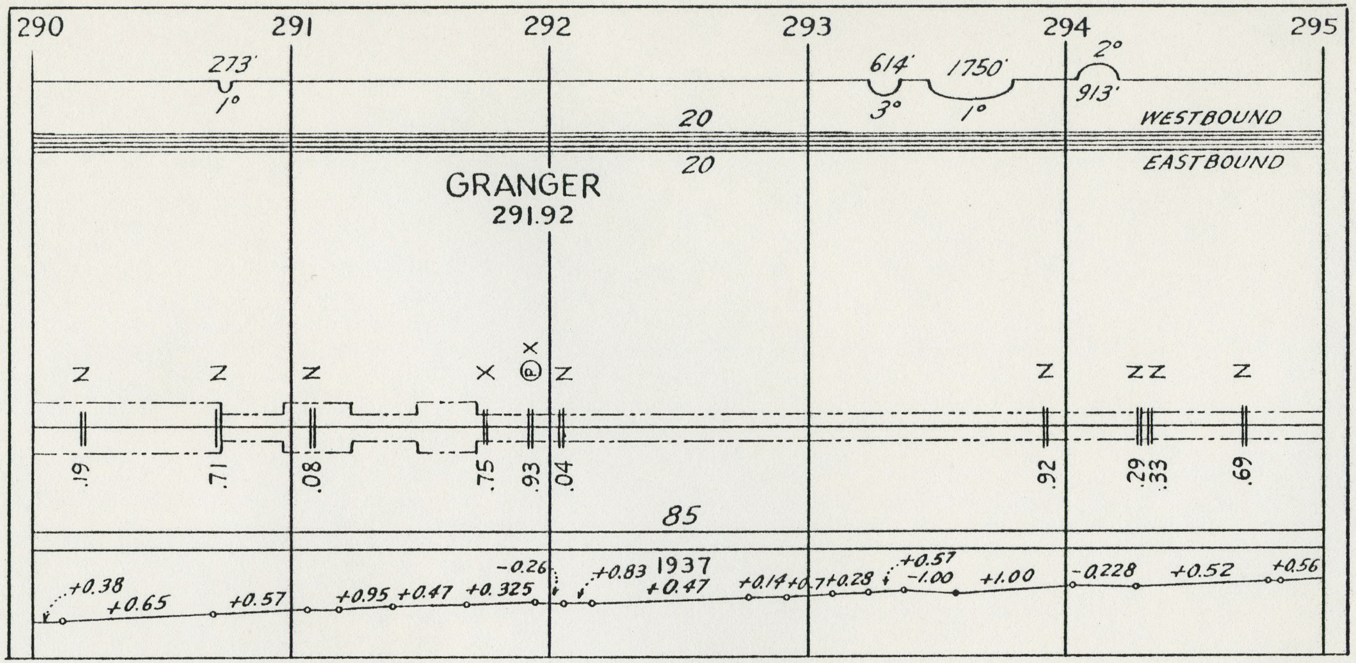

280
281
282
283
284
285
590'
4°
1310'
4°
4°
875'
282.8
20
20
25
25
25
WESTBOUND
EASTBOUND
EVANSVILLE
280.86
DEL NORTE
282.85
Ⓟ X 9 Pan. Std. Tr. P/T x 125'
CMP
N Tresp. Sign
French St.
Hermosa St.
Penasco St.
Cherry SH 112
Ⓟ FL Oak St.
Ⓟ X Spruce St.
Columbia St.
Ⓟ X Pine St.
Cedar St.
Alder St.
Willow St.
Ⓟ X 5th St.
6th St.
7th St.
8th St.
9th St.
10th St.
N N
N
N
N
N
N
ZZ
.27
.31
.76
.05
.48
.51
.63
.95
.14
.36
.79
.86
.03
.91
.62
85
1929
+0.36
+0.32
+0.35
+0.25
+0.36
+0.26
+0.40
+0.50
+0.314
+0.682
6" Gravel Ballast 1947
283.54

23-8

ALAMOSA TO CREEDE

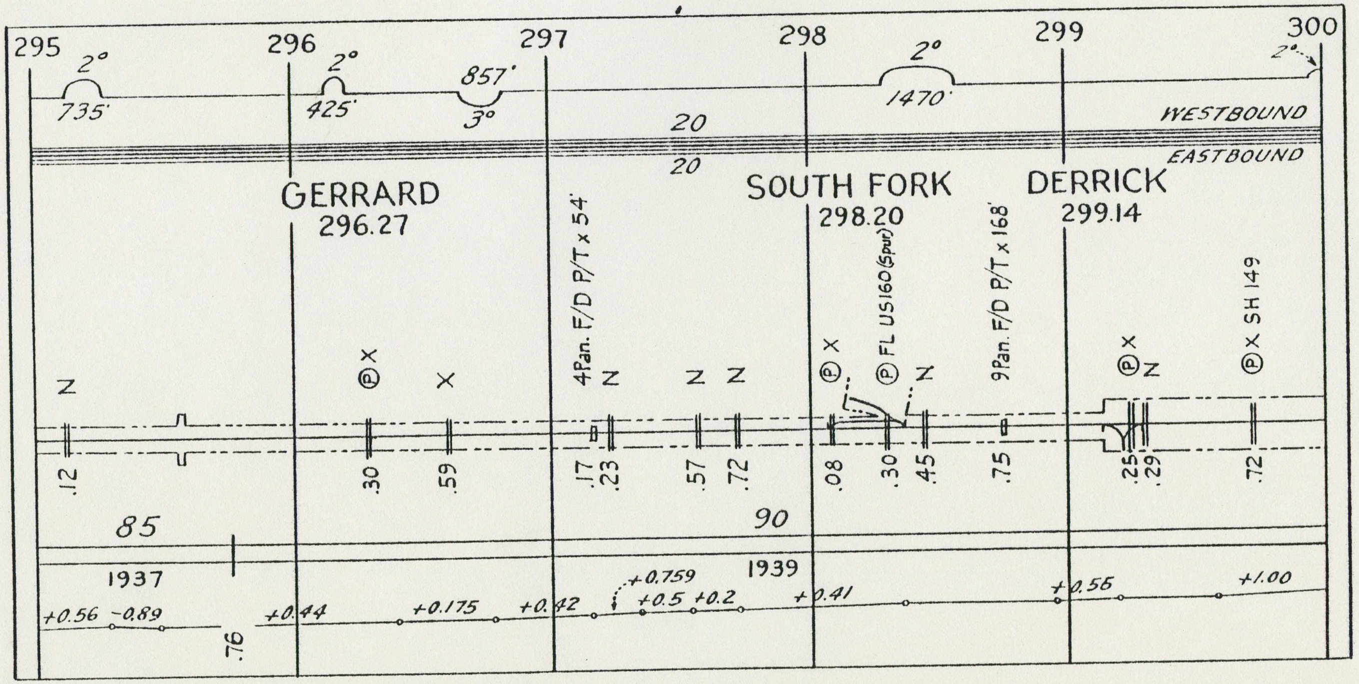

285
286
287
288
289
290
3°
997'
1013'
2°
2°
432'
20
20
WESTBOUND
EASTBOUND
HANNA
288.96
1 Pan. P/T x 16'
1 Pan. F/D P/T x 15'
1 Pan. O/D P/T x 14'
1 Pan. F/D P/T x 15'
1 Pan. F/D P/T x 15'
Ⓟ X
N
N
N
N
N
N
N
N
.13
.28
.40
.65
.84
.90
.95
.02
.04
.35
.19
.44
.22
.96
85
1929
1937
+0.682
-0.34
+0.40
+0.56
+0.41
.13
+0.12
+0.40
+0.60
+0.2
+0.45
+0.38

ALAMOSA TO CREEDE


290
291
292
293
294
295
273'
1°
614'
3°
1750'
1°
2°
913'
20
20
WESTBOUND
EASTBOUND
GRANGER
291.92
Z
Z
Z
X
Ⓟ X
Z
Z
Z Z
Z
.19
.71
.08
.75
.93
.04
.92
.29
.33
.69
85
+0.38
+0.65
+0.57
+0.95
+0.47
+0.325
-0.26
+0.83
1937
+0.47
+0.14
+0.7
+0.28
+0.57
-1.00
+1.00
-0.228
+0.52
+0.56

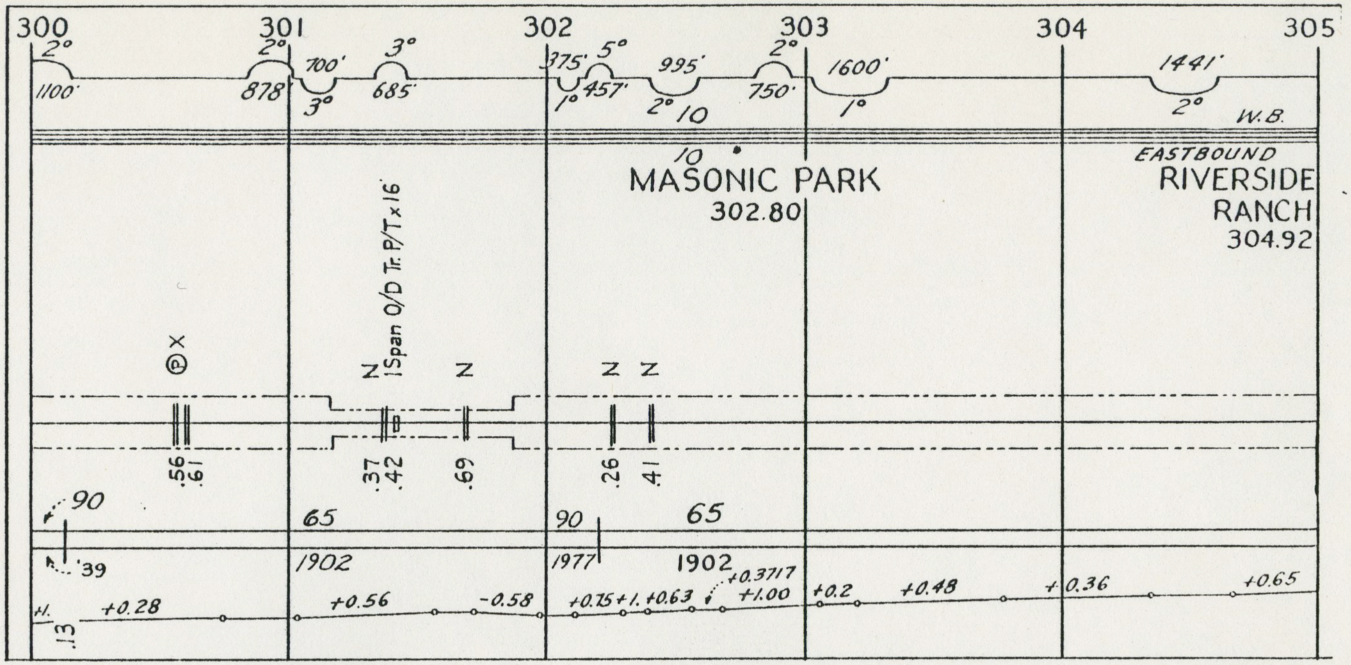
23-10

ALAMOSA TO CREEDE


295
296
297
298
299
300
2°
735'
2°
425'
857'
3°
2°
1470'
2°
20
20
WESTBOUND
EASTBOUND
GERRARD
296.27
SOUTH FORK
298.20
DERRICK
299.14
4Pan. F/D P/T x 54'
Ⓟ FL US160 (Spur)
9Pan. F/D P/T x 168'
Ⓟ X SH 149
Z
Ⓟ X
X
Z
Z Z
Ⓟ X
Z
Ⓟ X
Z
.12
.30
.59
.17
.23
.57
.72
.08
.30
.45
.75
.25
.29
.72
85
90
1937
1939
.76
+0.56
-0.89
+0.44
+0.175
+0.42
+0.759
+0.5
+0.2
+0.41
+0.56
+1.00

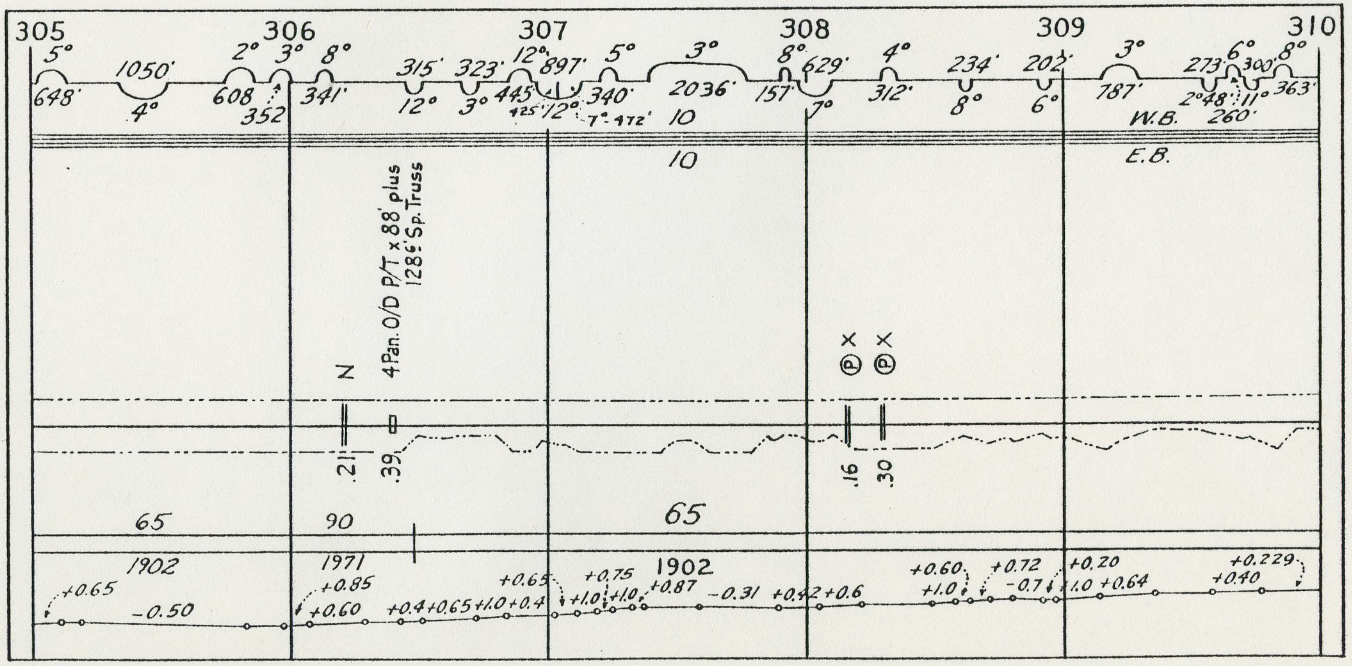
23-11

ALAMOSA TO CREEDE

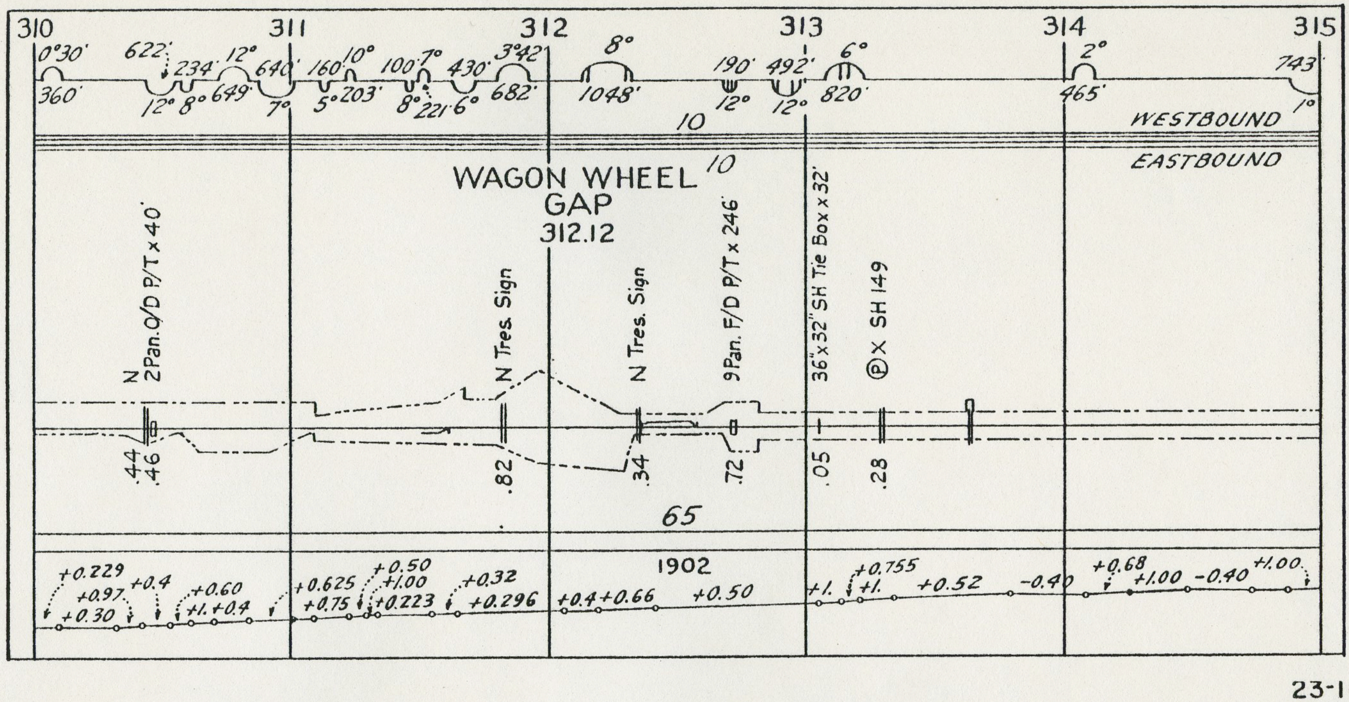

300
301
302
303
304
305
2°
1100'
2°
878'
700'
3°
3°
685'
375'
1°
5°
457'
995'
2°
10
2°
750'
1600'
1°
1441'
2°
W.B.
10
MASONIC PARK
302.80
EASTBOUND
RIVERSIDE
RANCH
304.92
Ⓟ X
.56
.61
Z
1 Span O/D Tr. P/T x 16'
.37
.42
Z
.69
Z
Z
.26
.41
90
39
65
1902
90
1977
65
1902
+1.
.13
+0.28
+0.56
-0.58
+0.75
+1.
+0.63
+0.3717
+1.00
+0.2
+0.48
+0.36
+0.65

23-12

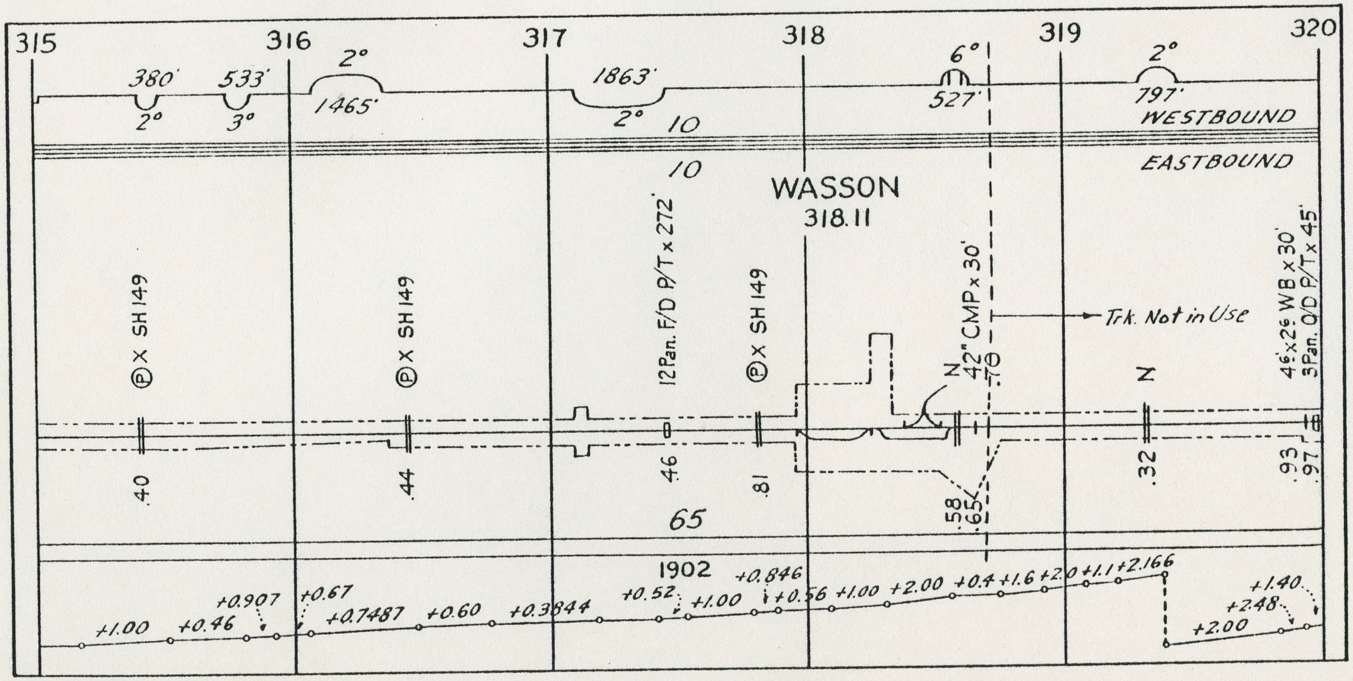
ALAMOSA TO CREEDE

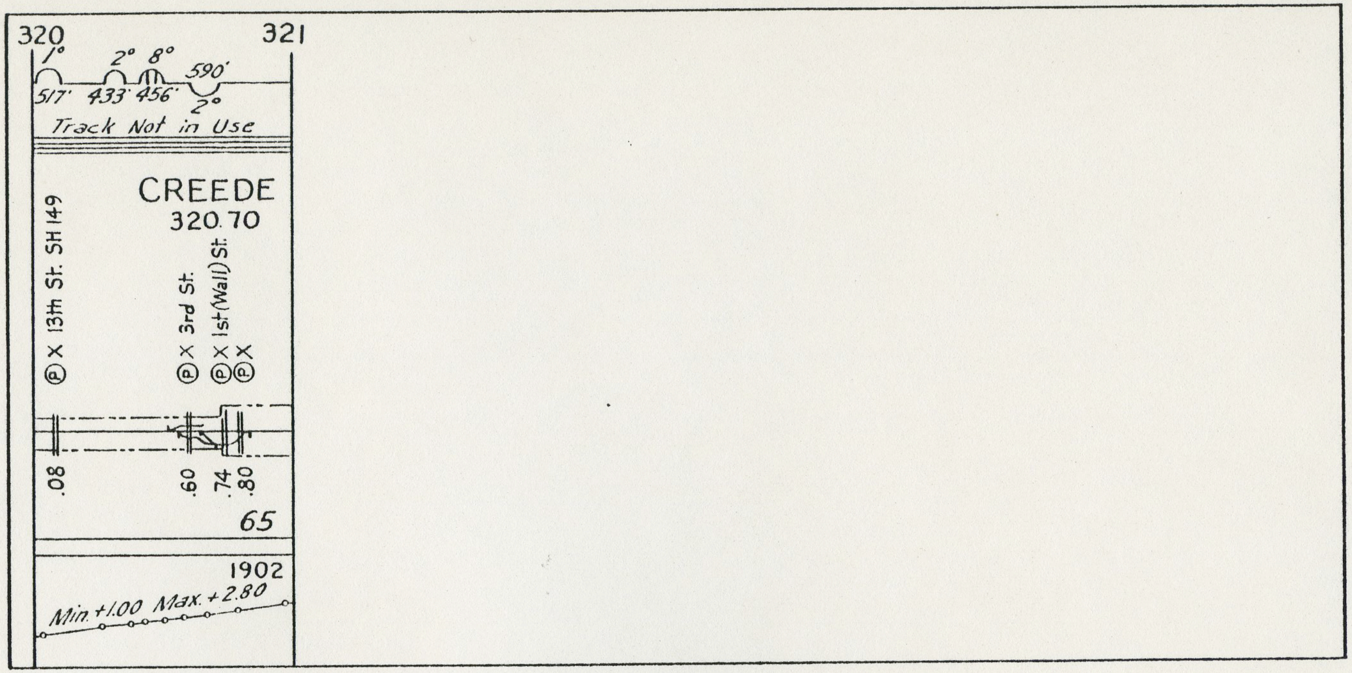

305
306
307
308
309
310
5°
648'
1050'
4°
2°
608
3°
352
8°
341'
315'
12°
323'
3°
12°
445'
4.25'
897'
12°
5°
340'
7° 472'
3°
2036'
10
8°
157'
629'
7°
4°
312'
234'
8°
202'
6°
3°
787'
273'
6°
2°48'
300'
11°
260'
8°
363'
W.B.
E.B.
10
Z
.21
4 Pan. O/D P/T x 88' plus 128' Sp. Truss
.39
Ⓟ X
Ⓟ X
.16
.30
65
90
65
1902
1971
1902
+0.65
-0.50
+0.85
+0.60
+0.4
+0.65
+1.0
+0.4
+0.65
+1.0
+0.75
+1.0
+0.87
-0.31
+0.42
+0.6
+0.60
+1.0
+0.72
-0.7
+0.20
1.0
+0.64
+0.229
+0.40

ALAMOSA TO CREEDE


310
311
312
313
314
315
0°30'
360'
622'
234'
12°
8°
12°
649'
640'
7°
160'
5°
10°
203'
100'
7°
8°
221'
6°
430'
6°
3°42'
682'
8°
1048'
190'
12°
492'
12°
6°
820'
2°
465'
743'
1°
10
10
WESTBOUND
EASTBOUND
WAGON WHEEL
GAP
312.12
N
2Pan. O/D P/T x 40'
N Tres. Sign
N Tres. Sign
9Pan. F/D P/T x 246'
36"x32" SH Tie Box x 32'
Ⓟ X SH 149
.44
.46
.82
.34
.72
.05
.28
65
1902
+0.229
+0.97
+0.30
+0.4
+0.60
+1.+0.4
+0.625
+0.75
+0.50
+1.00
+0.223
+0.32
+0.296
+0.4
+0.66
+0.50
+1.
+0.755
+1.
+0.52
-0.40
+0.68
+1.00
-0.40
+1.00

ALAMOSA TO CREEDE


315
316
317
318
319
320
380'
2°
533'
3°
2°
1465'
1863'
2°
6°
527'
2°
797'
10
10
WESTBOUND
EASTBOUND
WASSON
318.11
Ⓟ X SH 149
Ⓟ X SH 149
12Pan. F/D P/T x 272'
Ⓟ X SH 149
N
42" CMP x 30'
.70
Trk. Not in Use
N
4'6"x2'6" W.B. x 30'
3Pan. O/D P/T x 45'
.40
.44
.46
.81
.58
.65
.32
.93
.97
65
1902
+1.00
+0.46
+0.907
+0.67
+0.7487
+0.60
+0.3844
+0.52
+1.00
+0.846
+0.56
+1.00
+2.00
+0.4
+1.6
+2.0
+1.1
+2.166
+1.40
+2.48
+2.00


320
321
1°
2°
8°
590'
517'
433'
456'
2°
Track Not in Use
CREEDE
320.70
Ⓟ X 13th St. SH 149
Ⓟ X 3rd St.
Ⓟ X 1st (Wall) St.
Ⓟ X
.08
.60
.74
.80
65
1902
Min. +1.00 Max. +2.80

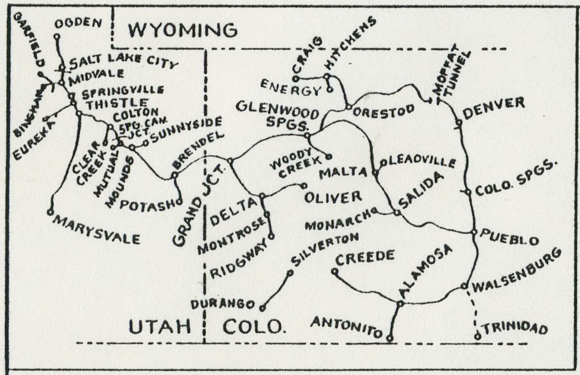
5

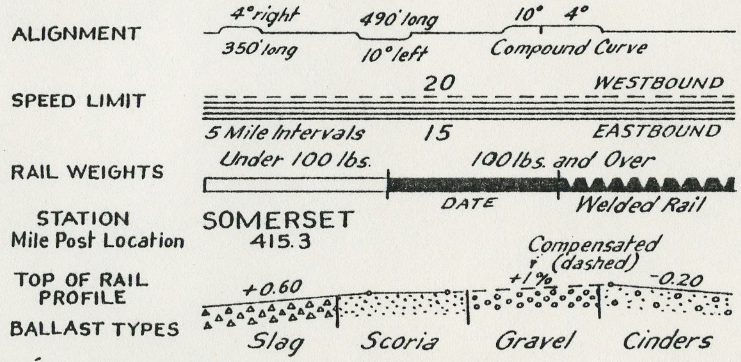
D. & R. G. W. R. R. Co.

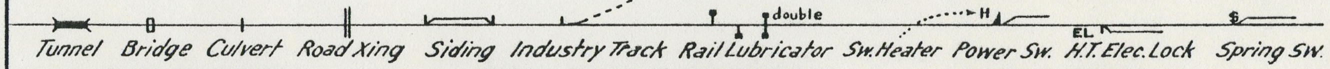
GRADE AND ALIGNMENT

CRAIG BRANCH

M.P.128.75 to M.P.232.34


OGDEN
WYOMING
GARFIELD
SALT LAKE CITY
MIDVALE
BINGHAM
SPRINGVILLE
THISTLE
EUREKA
COLTON
SPG. CAN. JCT.
SUNNYSIDE
CLEAR CREEK
MUTUAL
MOUNDS
BRENDEL
POTASH
MARYSVALE
GRAND JCT.
DELTA
MONTROSE
RIDGWAY
DURANGO
UTAH
COLO.
CRAIG
HITCHENS
ENERGY
GLENWOOD SPGS.
ORESTOD
MOFFAT TUNNEL
DENVER
WOODY CREEK
MALTA
LEADVILLE
OLIVER
SALIDA
COLO. SPGS.
MONARCH
PUEBLO
SILVERTON
CREEDE
ALAMOSA
WALSENBURG
ANTONITO
TRINIDAD


ALIGNMENT
4° right
350' long
490' long
10° left
10°
4°
Compound Curve
SPEED LIMIT
20
WESTBOUND
5 Mile Intervals
15
EASTBOUND
RAIL WEIGHTS
Under 100 lbs.
100 lbs. and Over
DATE
Welded Rail
STATION
Mile Post Location
SOMERSET
415.3
TOP OF RAIL PROFILE
+0.60
Compensated (dashed)
+1%
-0.20
BALLAST TYPES
Slag
Scoria
Gravel
Cinders


Tunnel
Bridge
Culvert
Road Xing
Siding
Industry Track
Rail Lubricator
double
Sw. Heater
H
Power Sw.
EL
H.T. Elec. Lock
$
Spring Sw.

ROAD CROSSINGS

Ⓟ ....Public Road
CO 56.....County Road
SH 32......State Highway
US 6.......U.S. Highway
I 25.......Interstate
ELM ST....City Street

ROAD CROSSING PROTECTORS

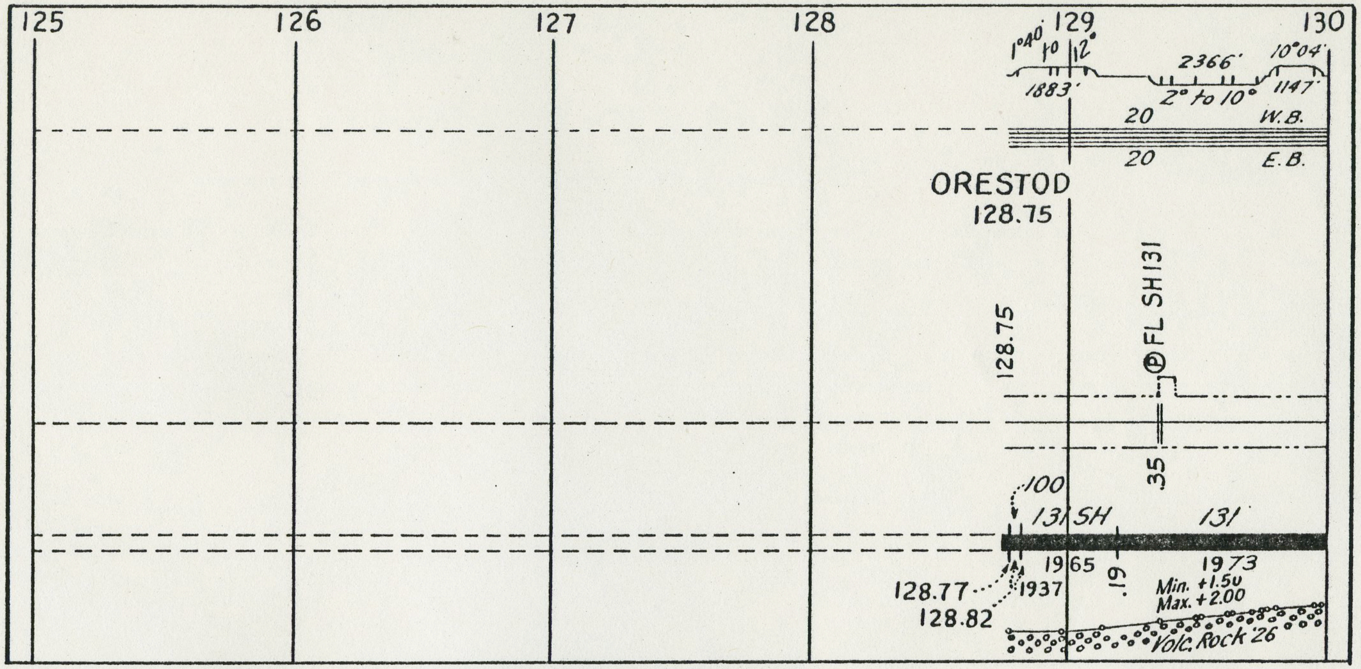
FL.....Flashing lights
B......Bell
X......Cross buck
N......Private Crossing.
Y......Flashing yellow
AG....Automatic gates
S........Stop sign
TL......City Traffic lights
GCP....Predictor
M.......Motion detector
DE......Dragging equip.

SIGNAL SYMBOLS

LH.....Left hand
R......Repeater
HW....High Water Det.
DY......Double yellow
FY......Flashing yellow
CO......Call on
G.......Grade

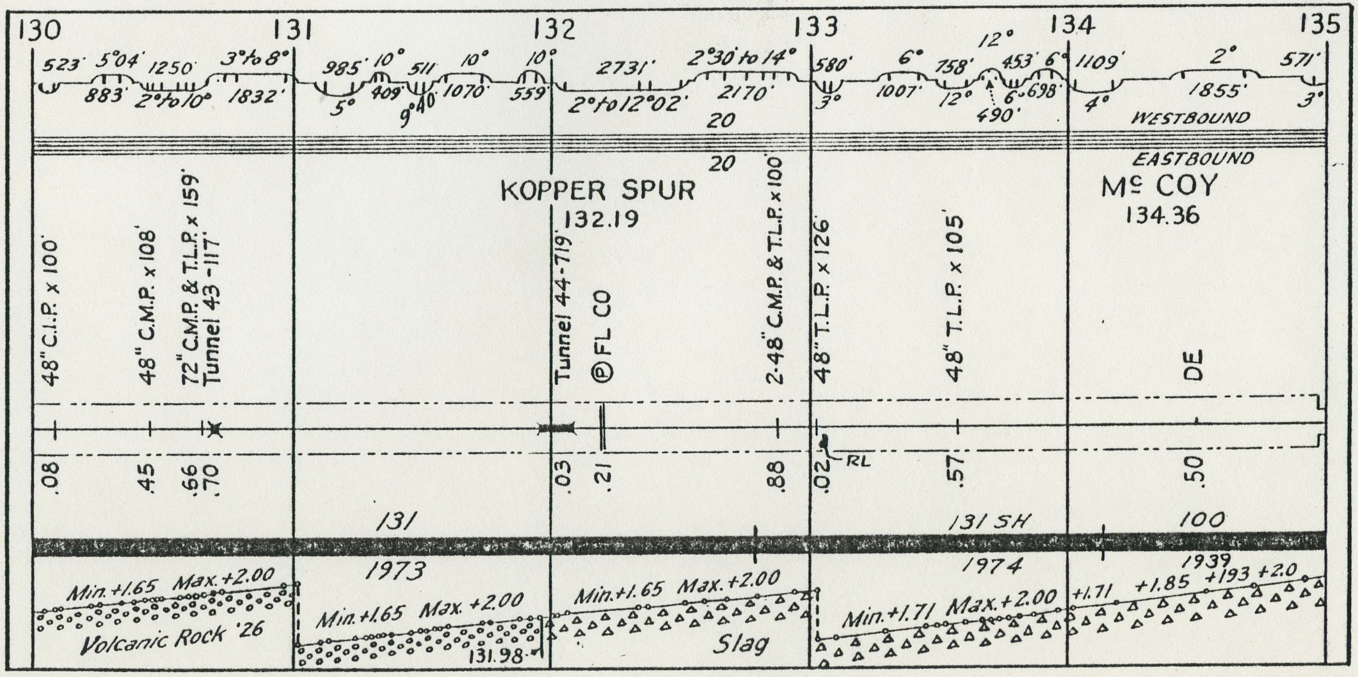
30-1

CRAIG BRANCH


125
126
127
128
129
130
1°40' to 12°
1883'
2366'
2° to 10°
10°04'
1147'
20
W.B.
20
E.B.
ORESTOD
128.75
128.75
ⓟ FL SH131
.35
.100
131 SH
131
1965
.19
1973
128.77
128.82
1937
Min. +1.50
Max. +2.00
Volc. Rock '26

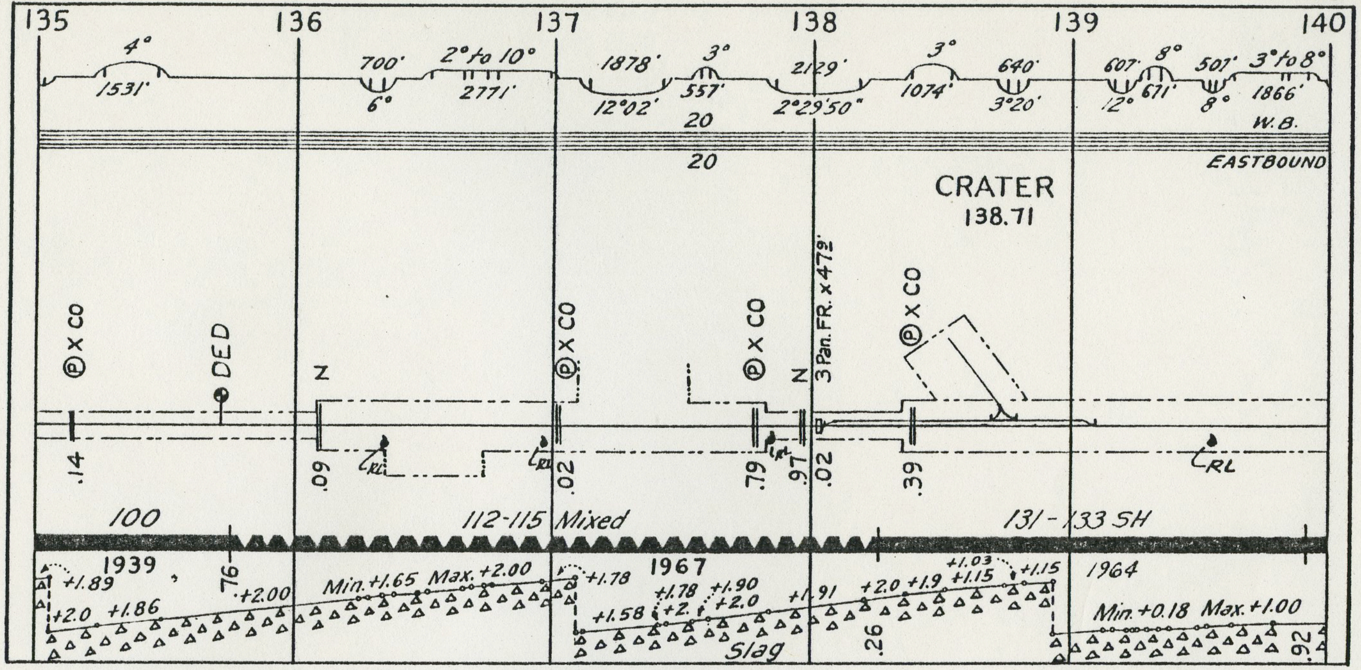
30-2

CRAIG BRANCH


130
131
132
133
134
135
523'
5°04'
1250'
3° to 8°
883'
2° to 10°
1832'
985'
10°
511
10°
10°
5°
409'
9°40'
1070'
559'
2731'
2°30' to 14°
2° to 12°02'
2170'
580'
6°
758'
12°
453'
6°
1109'
2°
571'
3°
1007'
12°
6°
698'
490'
4°
1855'
3°
20
WESTBOUND
EASTBOUND
20
KOPPER SPUR
132.19
McCOY
134.36
48" C.I.P. x 100'
48" C.M.P. x 108'
72" C.M.P. & T.L.P. x 159'
Tunnel 43 -117'
Tunnel 44-719'
ⓟ FL CO
2-48" C.M.P. & T.L.P. x 100'
48" T.L.P. x 126'
48" T.L.P. x 105'
DE
.08
.45
.66
.70
.03
.21
.88
.02
RL
.57
.50
131
131 SH
100
1973
1974
1939
Min. +1.65
Max. +2.00
Volcanic Rock '26
Min. +1.65
Max. +2.00
131.98
Min. +1.65
Max. +2.00
Slag
Min. +1.71
Max. +2.00
+1.71
+1.85
+1.93
+2.0

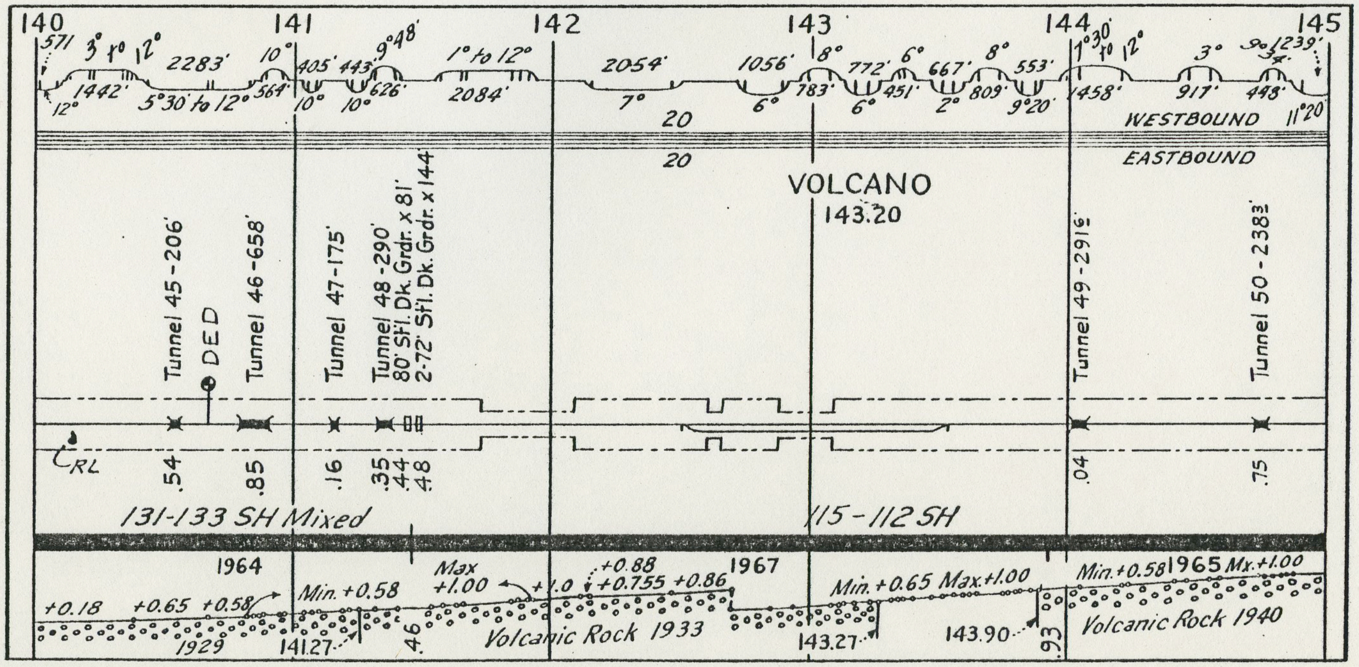
30-3

CRAIG BRANCH

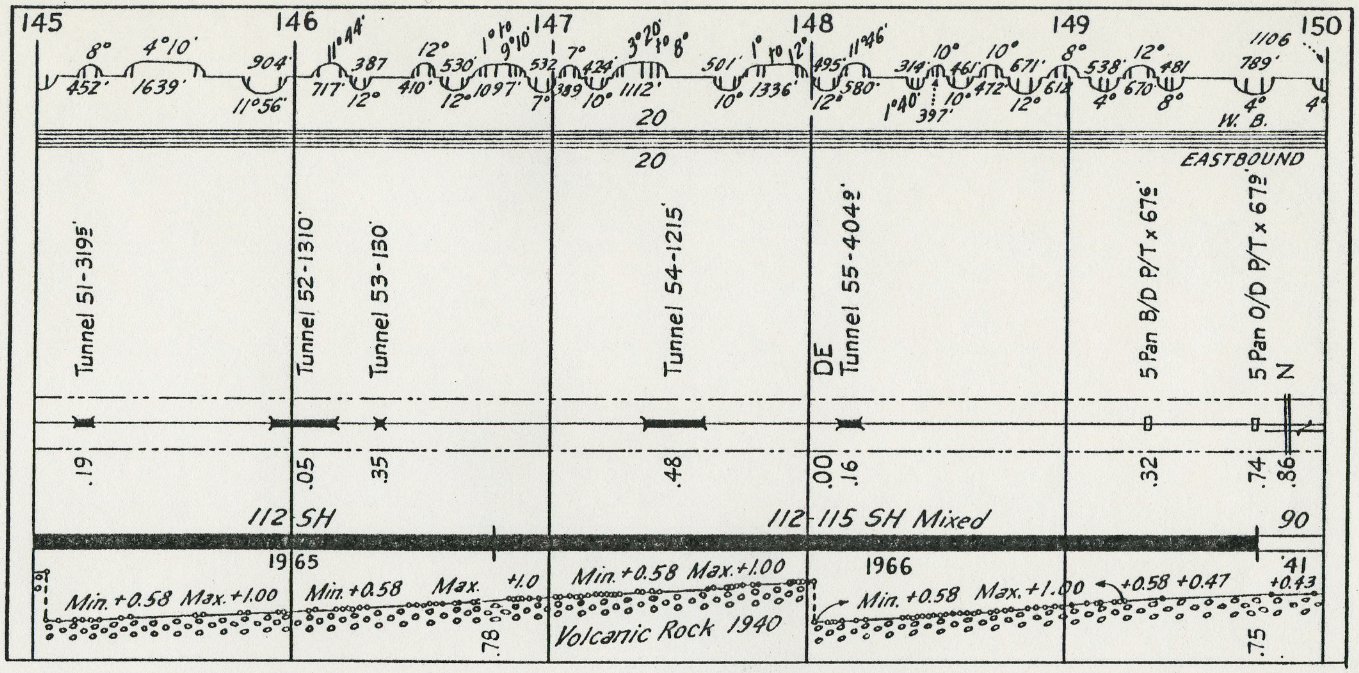

135
136
137
138
139
140
4°
1531'
700'
6°
2° to 10°
2771'
1878'
12°02'
3°
557'
2129'
2°29'50"
3°
1074'
640'
3°20'
607'
12°
8°
671'
501'
8°
3° to 8°
1866'
W.B.
20
20
EASTBOUND
CRATER
138.71
Ⓟ x CO
DED
N
Ⓟ x CO
Ⓟ x CO
N
3 Pan. FR. x 47'
Ⓟ x CO
.14
.09
.02
.79
.97
.02
.39
℄RL
℄RL
℄RL
℄RL
100
112-115 Mixed
131-133 SH
1939
76
+1.89
+2.0
+1.86
+2.00
Min. +1.65 Max. +2.00
+1.78
1967
+1.58
+1.78
+2.
+1.90
+2.0
+1.91
+2.0
+1.9
+1.03
+1.15
+1.15
Slag
.26
1964
Min. +0.18 Max. +1.00
.92

30-4

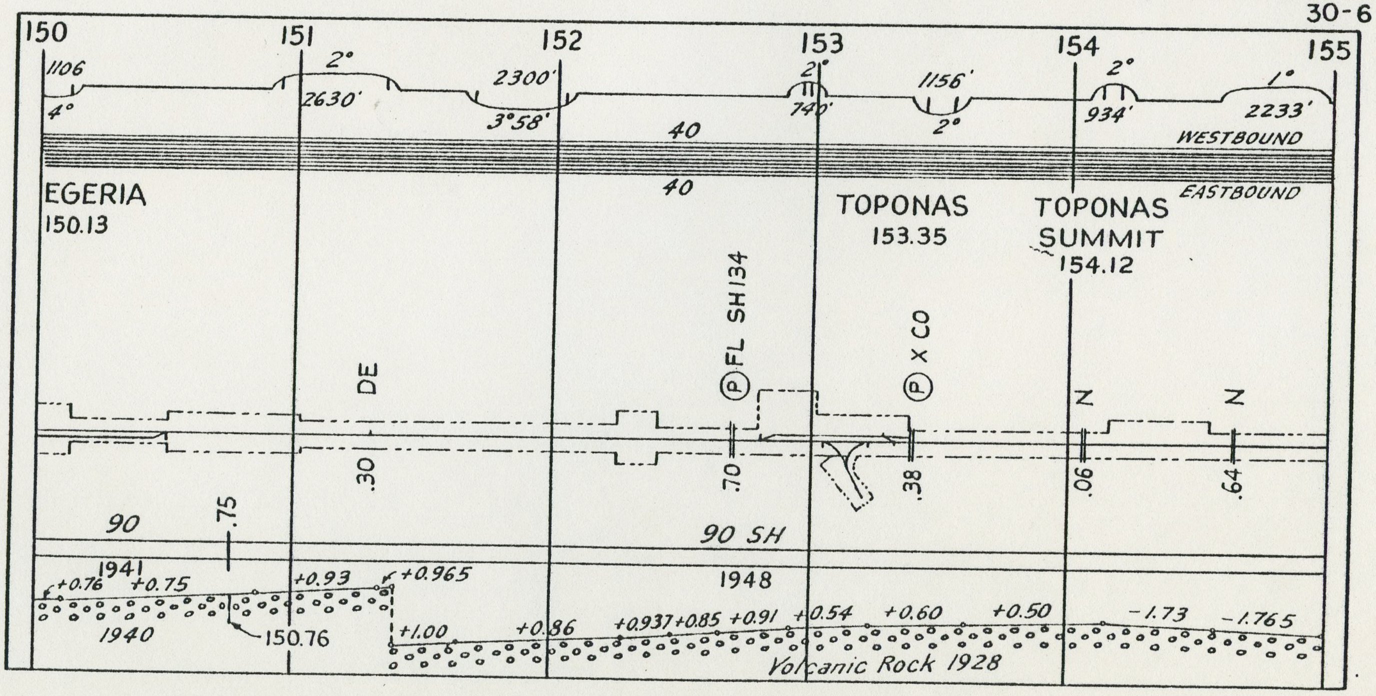
CRAIG BRANCH


140
141
142
143
144
145
571'
12°
3° to 12°
1442'
2283'
5°30' to 12°
10°
564'
405'
10°
443'
10°
9°48'
626'
1° to 12°
2084'
2054'
7°
1056'
6°
8°
783'
772'
6°
6°
451'
667'
2°
8°
809'
553'
9°20'
7°30' to 12°
1458'
3°
917'
9°
448'
1239'
11°20'
20
20
WESTBOUND
EASTBOUND
VOLCANO
143.20
Tunnel 45-206'
DED
Tunnel 46-658'
Tunnel 47-175'
Tunnel 48-290'
80' Stl. Dk. Grdr. x 81'
2-72' Stl. Dk. Grdr. x 144'
Tunnel 49-2916'
Tunnel 50-2383'
℄RL
.54
.85
.16
.35
.44
.48
.04
.75
131-133 SH Mixed
115-112 SH
1964
+0.18
+0.65
+0.58
1929
Min. +0.58
141.27
.46
Max +1.00
+1.0
+0.88
+0.755
+0.86
1967
Volcanic Rock 1933
143.27
Min. +0.65 Max. +1.00
143.90
.93
Min. +0.58
1965
Mx. +1.00
Volcanic Rock 1940

CRAIG BRANCH

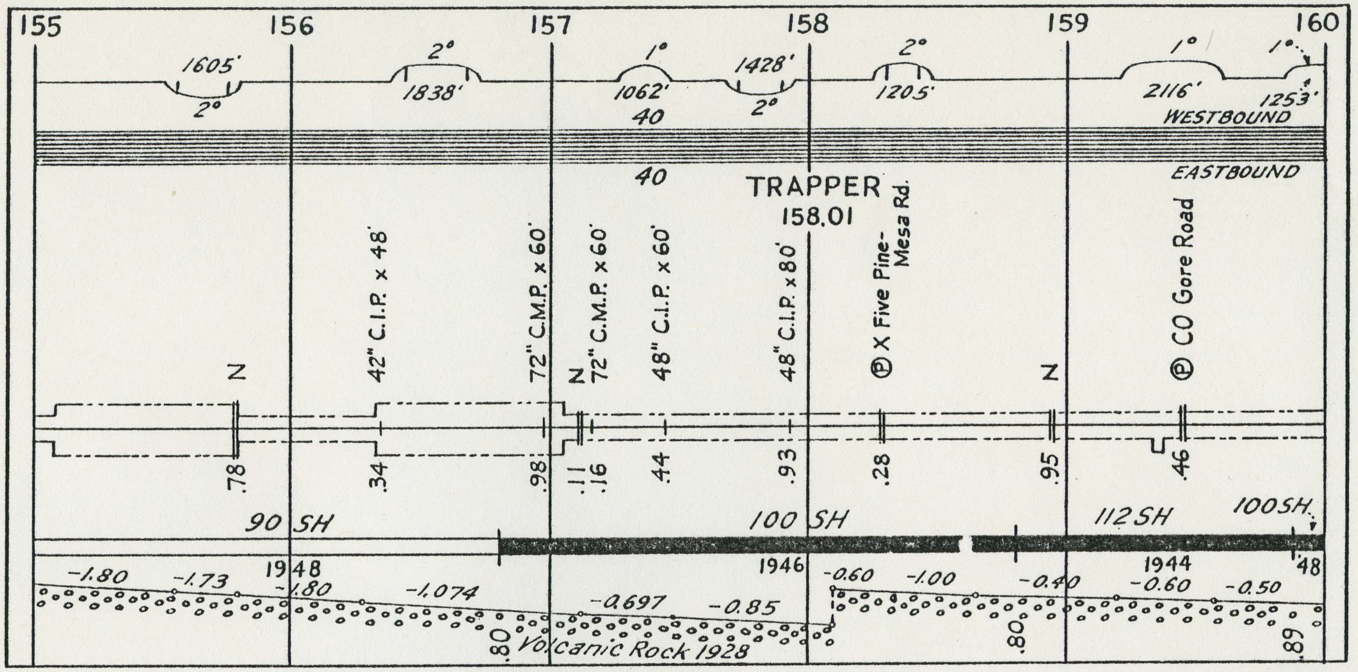

145
146
147
148
149
150
8°
452'
4°10'
1639'
904'
11°56'
11°44'
717'
387
12°
12°
410'
530
12°
1097'
1° to 9°10'
532
7°
7°
389
424
10°
3°20' to 8°
1112'
501
10°
1° to 12°
1336'
495
12°
11°36'
580'
314
1°40'
397'
10°
461
10°
10°
472
671
12°
8°
612
538
4°
12°
670
481
8°
1106
789'
4°
W. B.
4°
20
20
EASTBOUND
Tunnel 51-3195'
Tunnel 52-1310'
Tunnel 53-130'
Tunnel 54-1215'
DE
Tunnel 55-4049'
5 Pan B/D P/T x 676'
5 Pan O/D P/T x 679'
N
.19
.05
.35
.48
.00
.16
.32
.74
.86
112 SH
112-115 SH Mixed
90
1965
1966
'41
Min. +0.58 Max. +1.00
Min. +0.58
Max.
+1.0
Min. +0.58 Max. +1.00
Min. +0.58 Max. +1.00
+0.58 +0.47
+0.43
.78
Volcanic Rock 1940
.75

CRAIG BRANCH


150
151
152
153
154
155
1106
4°
2°
2630'
2300'
3°58'
2°
740'
1156'
2°
2°
934'
1°
2233'
40
40
WESTBOUND
EASTBOUND
EGERIA
150.13
TOPONAS
153.35
TOPONAS SUMMIT
154.12
DE
Ⓟ FL SH134
Ⓟ X CO
N
N
.30
.70
.38
.06
.64
90
.75
90 SH
1941
1948
+0.76
+0.75
+0.93
+0.965
1940
150.76
+1.00
+0.86
+0.937
+0.85
+0.91
+0.54
+0.60
+0.50
-1.73
-1.765
Volcanic Rock 1928

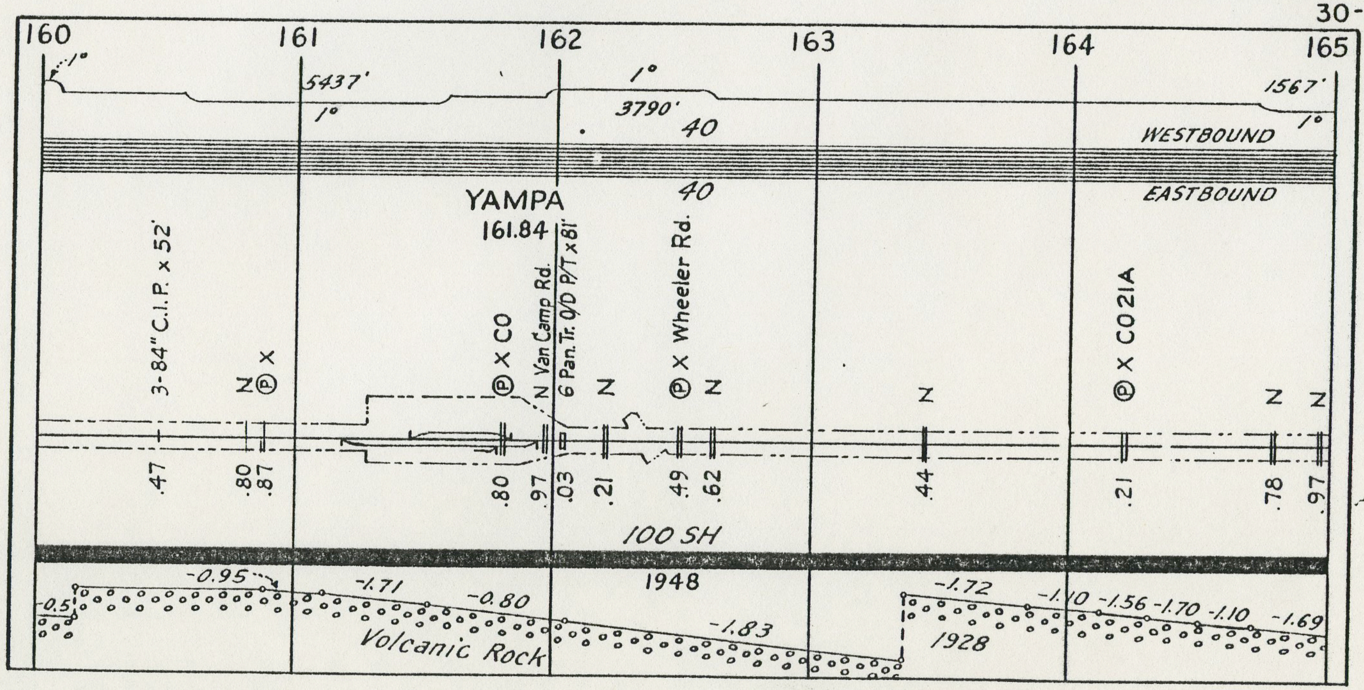
30-7

CRAIG BRANCH

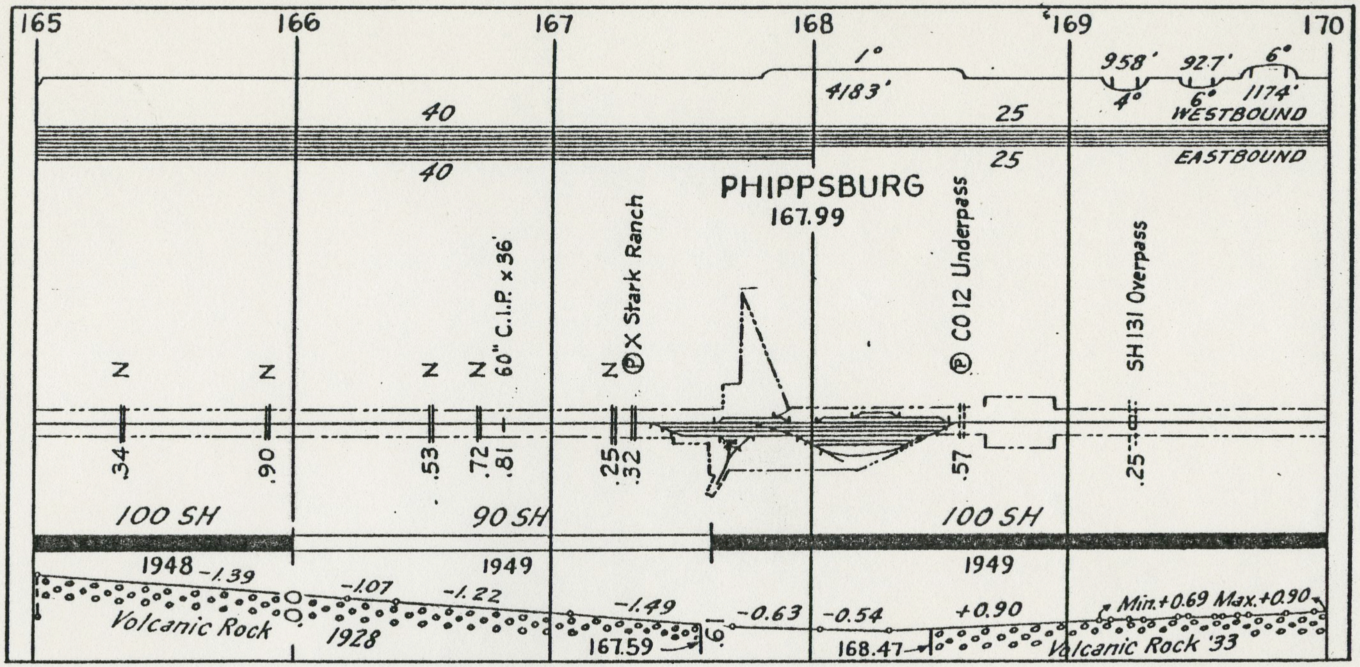

155
156
157
158
159
160
1605'
2°
2°
1838'
1°
1062'
40
1428'
2°
2°
1205'
1°
2116'
1°
1253'
WESTBOUND
EASTBOUND
40
TRAPPER
158.01
42" C.I.P. x 48'
72" C.M.P. x 60'
72" C.M.P. x 60'
48" C.I.P. x 60'
48" C.I.P. x 80'
Ⓟ X Five Pine-Mesa Rd.
Ⓟ CO Gore Road
N
N
N
.78
.34
.98
.11
.16
.44
.93
.28
.95
.46
90 SH
100 SH
112 SH
100 SH
1948
1946
1944
48
-1.80
-1.73
-1.80
-1.074
-0.697
-0.85
-0.60
-1.00
-0.40
-0.60
-0.50
.80
Volcanic Rock 1928
.80
.89

30-8

CRAIG BRANCH

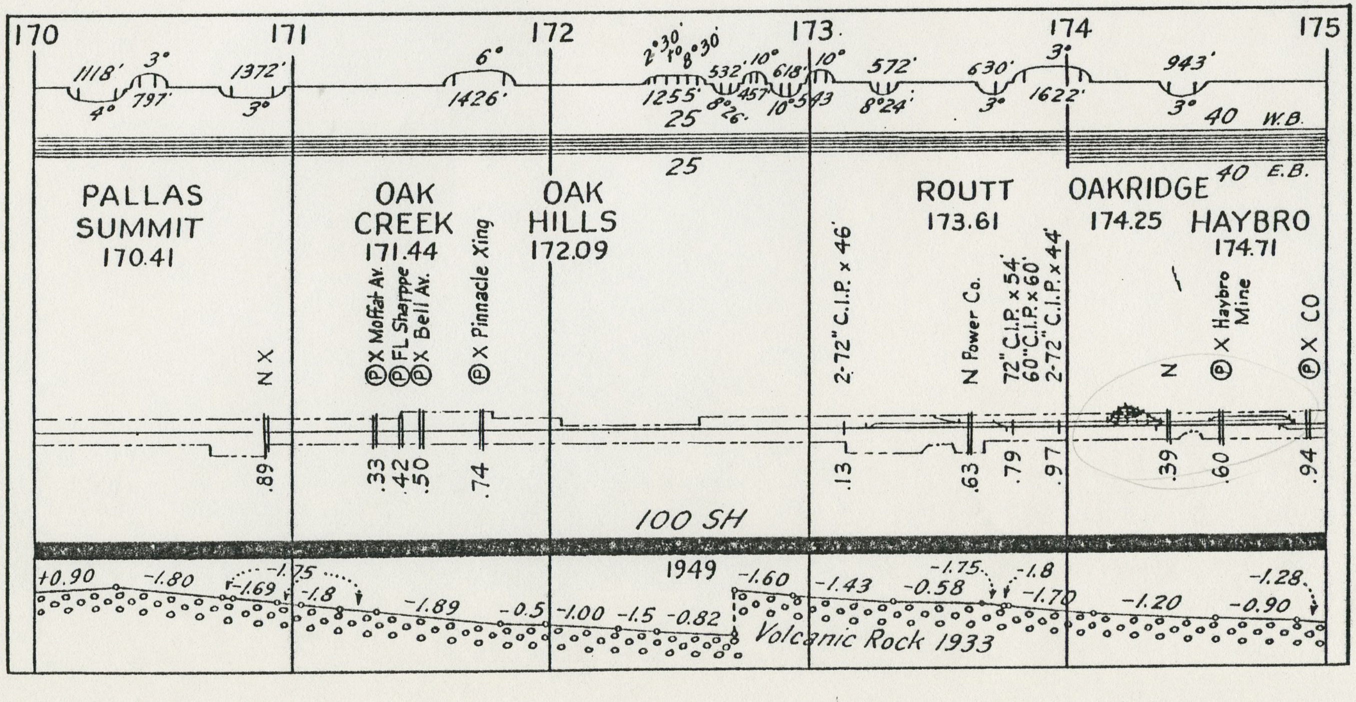

160
161
162
163
164
165
1°
5437'
1°
1°
3790'
40
1567'
1°
WESTBOUND
EASTBOUND
YAMPA
161.84
40
3-84" C.I.P. x 52'
N Ⓟ X
Ⓟ X CO
N Van Camp Rd.
6 Pan. Tr. O/D P/T x 81'
N
Ⓟ X Wheeler Rd.
N
N
Ⓟ X CO21A
N
N
.47
.80
.87
.80
.97
.03
.21
.49
.62
.44
.21
.78
.97
100 SH
1948
-0.5
-0.95
-1.71
-0.80
-1.83
Volcanic Rock
-1.72
-1.10
-1.56
-1.70
-1.10
-1.69
1928

CRAIG BRANCH

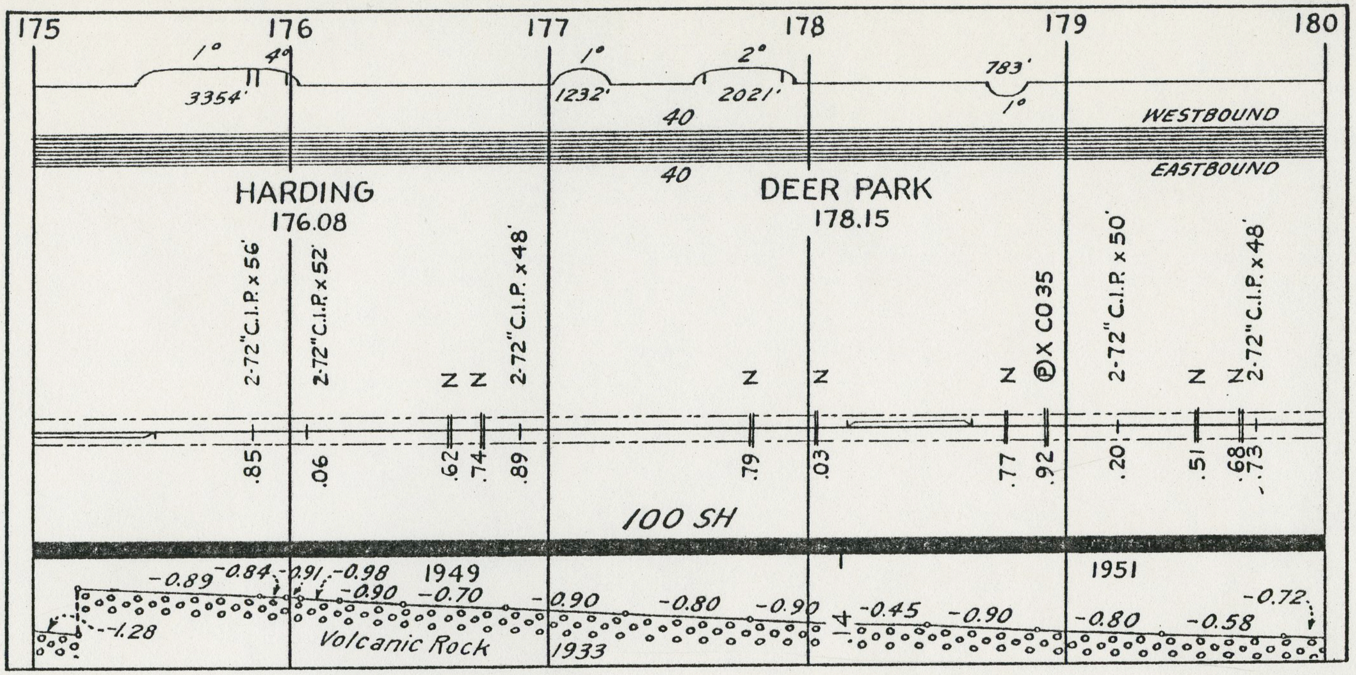

165
166
167
168
169
170
1°
4183'
958'
4°
927'
6°
6°
1174'
40
40
25
25
WESTBOUND
EASTBOUND
PHIPPSBURG
167.99
N
N
N
N
60" C.I.P. x 36'
N
Ⓟ X Stark Ranch
Ⓟ CO 12 Underpass
SH 131 Overpass
.34
.90
.53
.72
.81
.25
.32
.57
.25
100 SH
90 SH
100 SH
1948
-1.39
1949
1949
-1.07
-1.22
-1.49
-0.63
-0.54
+0.90
Min. +0.69 Max. +0.90
Volcanic Rock
1928
167.59
.61
168.47
Volcanic Rock '33

CRAIG BRANCH

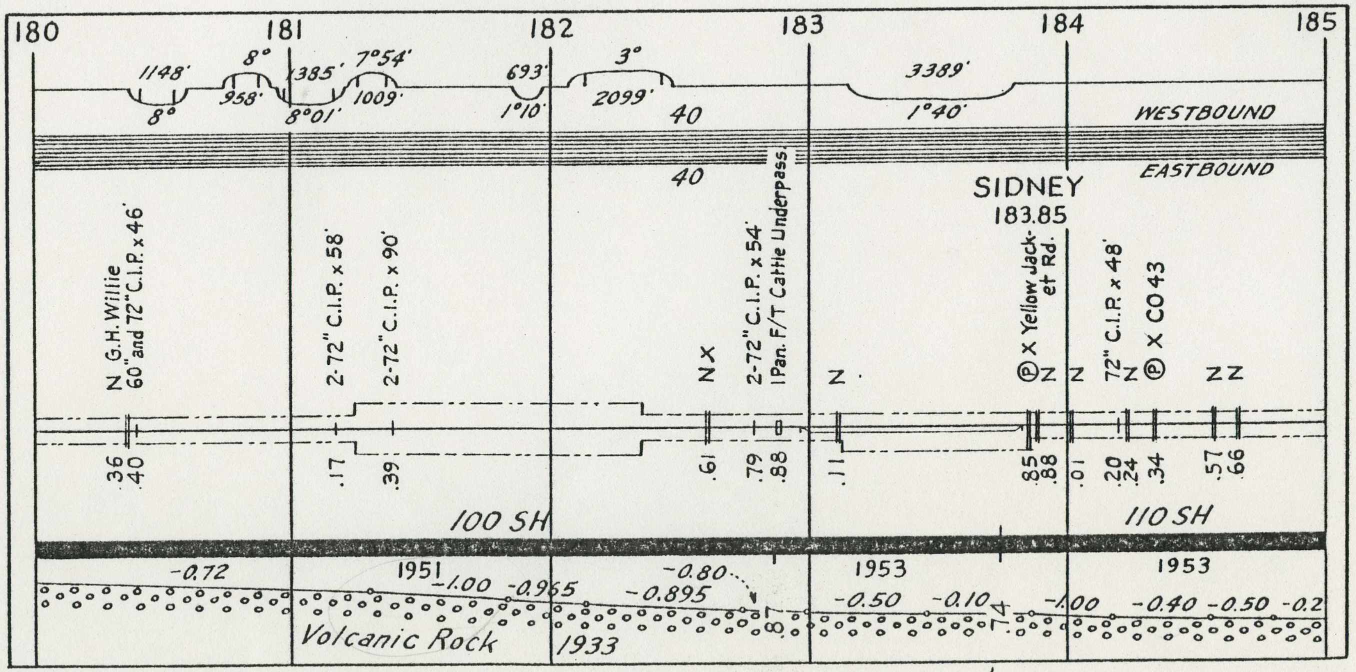
30-10


170
171
172
173
174
175
1118'
4°
3°
797'
1372'
3°
6°
1426'
2°30'
1°
8°30'
1255'
25
532
8°
10°
457
26
618
10°
543
10°
572'
8°24'
630'
3°
3°
1622'
943'
3°
40
W.B.
25
40
E.B.
PALLAS
SUMMIT
170.41
OAK
CREEK
171.44
OAK
HILLS
172.09
ROUTT
173.61
OAKRIDGE
174.25
HAYBRO
174.71
N X
Ⓟ X Moffat Av.
Ⓟ FL Sharppe
Ⓟ X Bell Av.
Ⓟ X Pinnacle Xing
2-72" C.I.P. x 46'
N Power Co.
72" C.I.P. x 54'
60" C.I.P. x 60'
2-72" C.I.P. x 44'
N
Ⓟ X Haybro Mine
Ⓟ X CO
.89
.33
.42
.50
.74
.13
.63
.79
.97
.39
.60
.94
100 SH
1949
+0.90
-1.80
-1.69
-1.75
-1.8
-1.89
-0.5
-1.00
-1.5
-0.82
-1.60
-1.43
-1.75
-0.58
-1.8
-1.70
-1.20
-1.28
-0.90
Volcanic Rock 1933

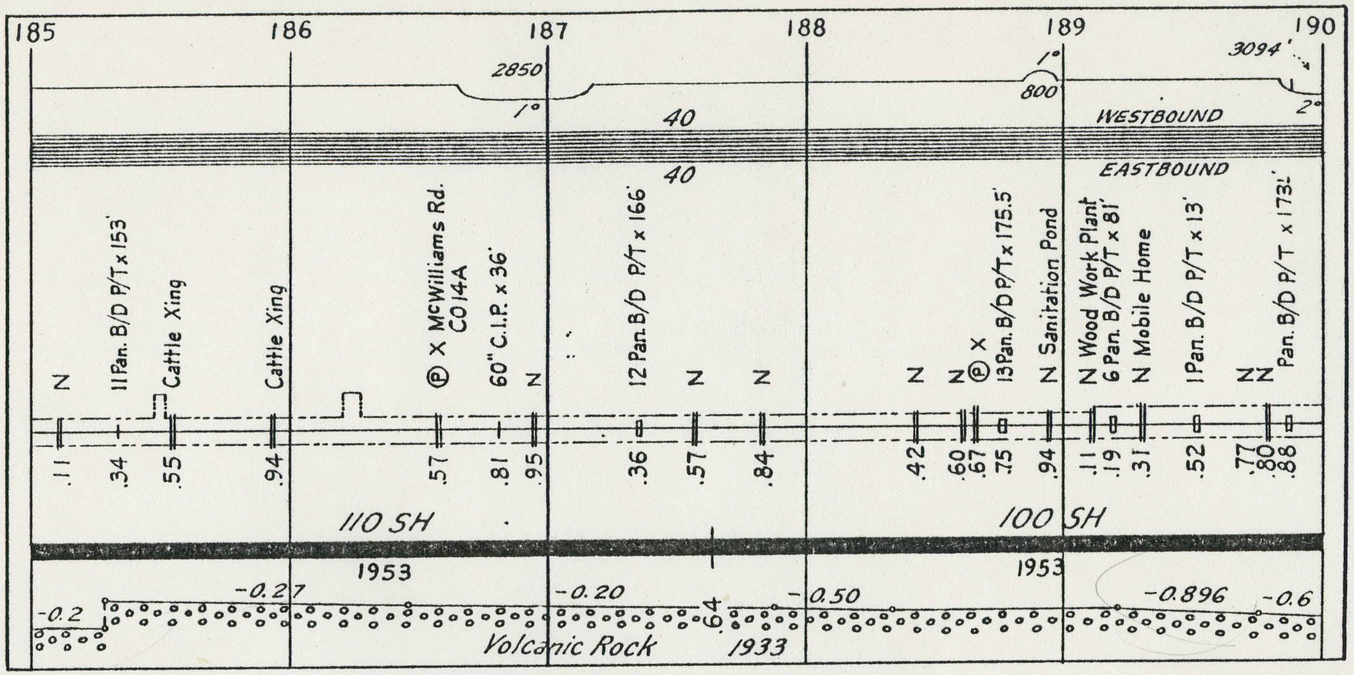
CRAIG BRANCH


175
176
177
178
179
180
1°
4°
3354'
1°
1232'
2°
2021'
783'
1°
40
WESTBOUND
40
EASTBOUND
HARDING
176.08
DEER PARK
178.15
2-72" C.I.P. x 56'
2-72" C.I.P. x 52'
Z Z
2-72" C.I.P. x 48'
Z
Z
Z
℗ X CO 35
2-72" C.I.P. x 50'
Z
Z
2-72" C.I.P. x 48'
.85
.06
.62
.74
.89
.79
.03
.77
.92
.20
.51
.68
.73
100 SH
-0.89
-0.84
-0.91
-0.98
1949
-0.90
-0.70
-0.90
-0.80
-0.90
.14
-0.45
-0.90
1951
-0.80
-0.58
-0.72
-1.28
Volcanic Rock
1933

CRAIG BRANCH

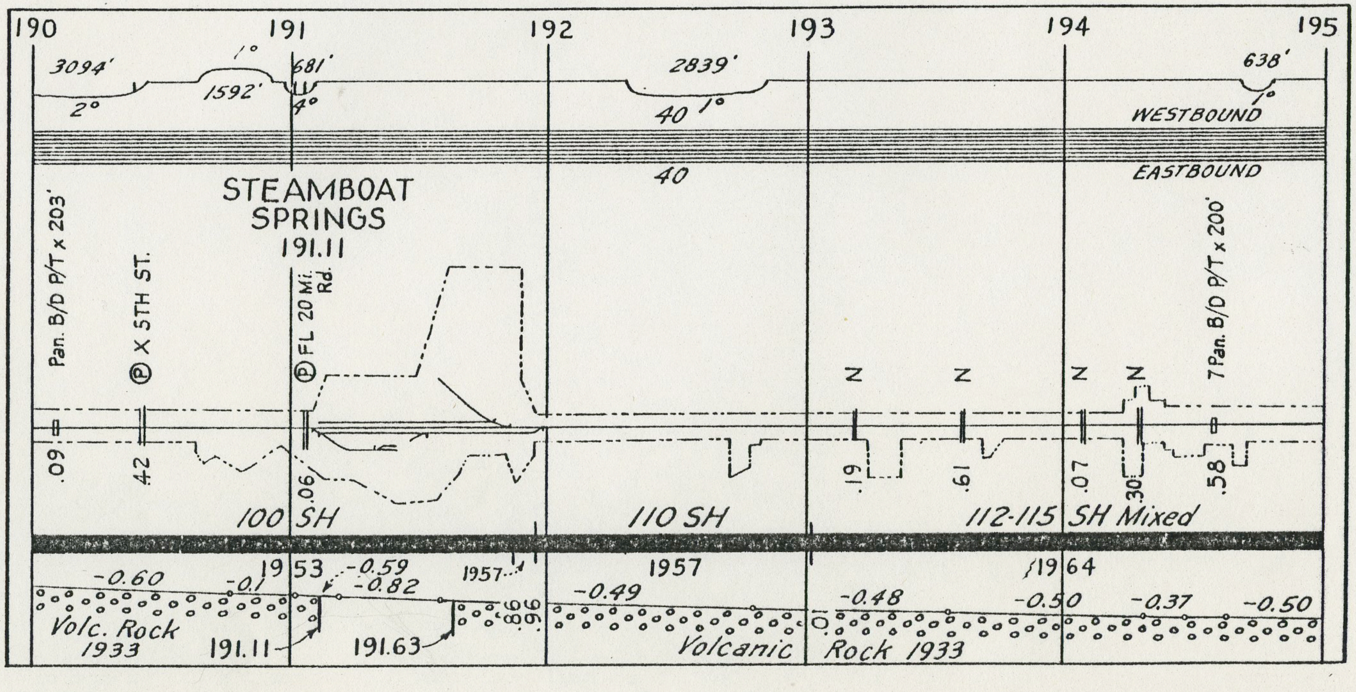

180
181
182
183
184
185
1148'
8°
8°
958'
1385'
8°01'
7°54'
1009'
693'
1°10'
3°
2099'
3389'
1°40'
40
WESTBOUND
40
EASTBOUND
SIDNEY
183.85
N G.H. Willie
60" and 72" C.I.P. x 46'
2-72" C.I.P. x 58'
2-72" C.I.P. x 90'
N X
2-72" C.I.P. x 54'
1 Pan. F/T Cattle Underpass
Z
℗ X Yellow Jacket Rd.
Z Z
72" C.I.P. x 48'
Z
℗ X CO 43
Z Z
.36
.40
.17
.39
.61
.79
.88
.11
.85
.88
.01
.20
.24
.34
.57
.66
100 SH
110 SH
-0.72
1951
-1.00
-0.965
-0.80
-0.895
.87
1953
-0.50
-0.10
.74
-1.00
1953
-0.40
-0.50
-0.2
Volcanic Rock
1933

CRAIG BRANCH


185
186
187
188
189
190
2850
1°
1°
800
3094'
2°
40
WESTBOUND
40
EASTBOUND
N
11 Pan. B/D P/T x 153'
Cattle Xing
Cattle Xing
Ⓟ X McWilliams Rd. CO14A
60" C.I.P. x 36'
N
12 Pan. B/D P/T x 166'
N
N
N
N
Ⓟ X
13 Pan. B/D P/T x 175.5'
N Sanitation Pond
N Wood Work Plant
6 Pan. B/D P/T x 81'
N Mobile Home
1 Pan. B/D P/T x 13'
N N
Pan. B/D P/T x 173'
.11
.34
.55
.94
.57
.81
.95
.36
.57
.84
.42
.60
.67
.75
.94
.11
.19
.31
.52
.77
.80
.88
110 SH
100 SH
1953
1953
-0.2
-0.27
-0.20
.64
-0.50
-0.896
-0.6
Volcanic Rock
1933

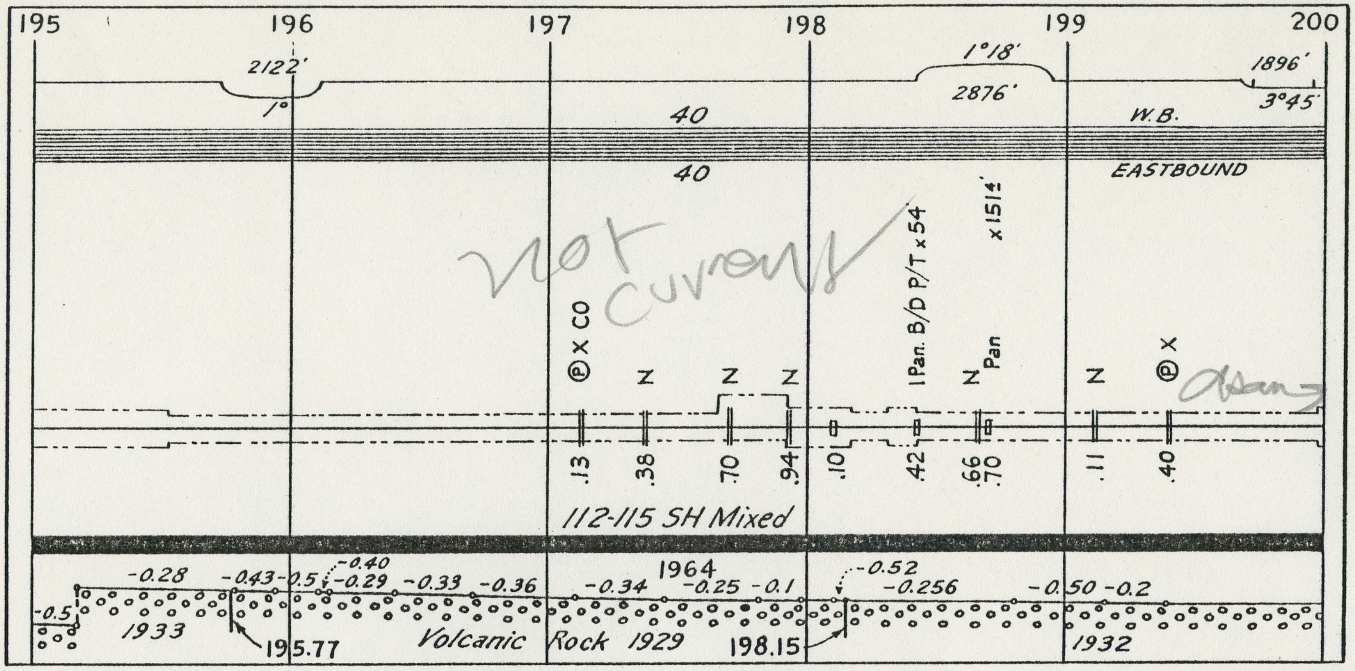
30-14

CRAIG BRANCH


190
191
192
193
194
195
3094'
2°
1°
1592'
681'
4°
2839'
40
1°
638'
1°
WESTBOUND
40
EASTBOUND
STEAMBOAT SPRINGS 191.11
Pan. B/D P/T x 203'
Ⓟ X 5TH ST.
Ⓟ FL 20 Mi. Rd.
N
N
N
N
7 Pan. B/D P/T x 200'
.09
.42
.06
.19
.61
.07
.30
.58
100 SH
110 SH
112-115 SH Mixed
1953
1957
1957
1964
-0.60
-0.1
-0.59
-0.82
.86
.96
-0.49
.0
-0.48
-0.50
-0.37
-0.50
Volc. Rock 1933
191.11
191.63
Volcanic Rock 1933

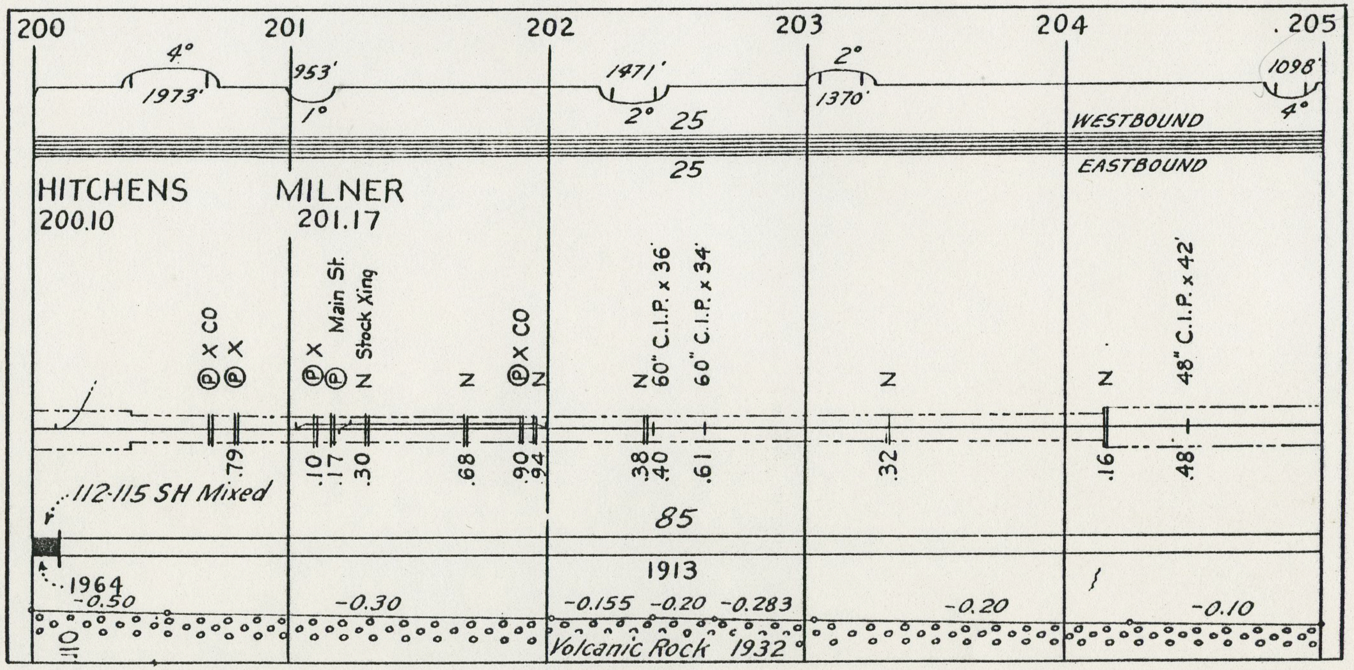
30-15

CRAIG BRANCH

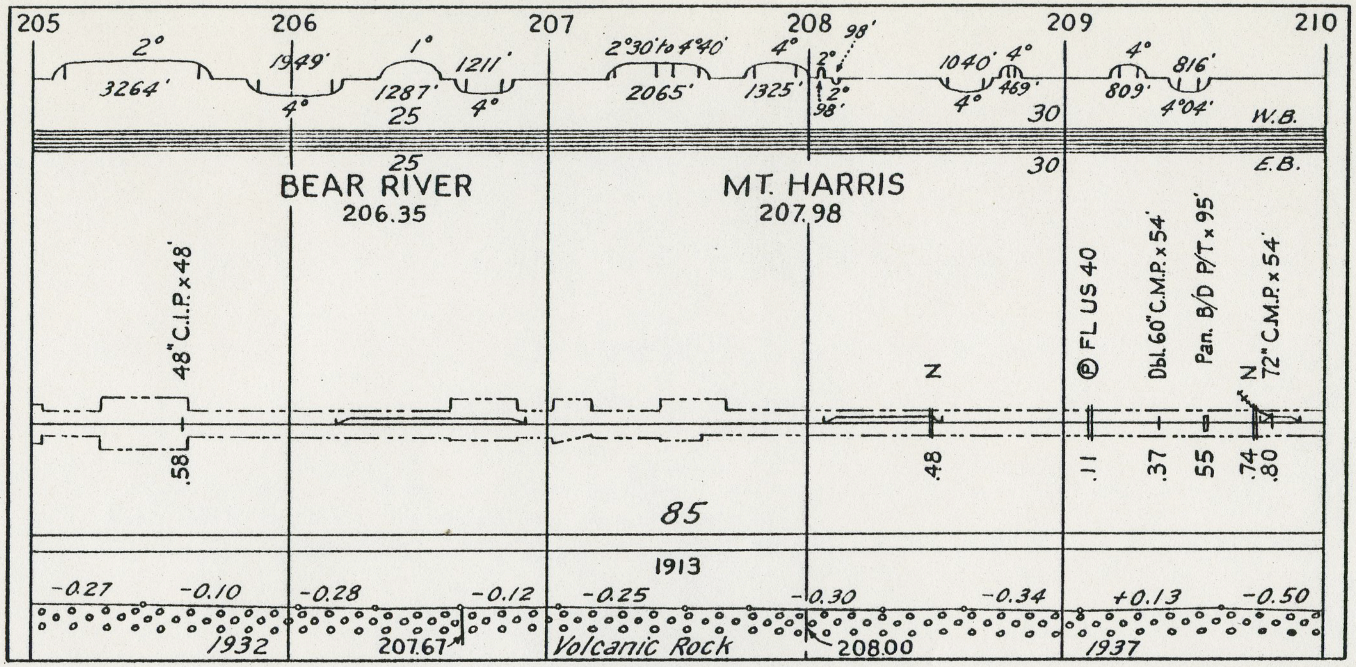

195
196
197
198
199
200
2122'
1°
1°18'
2876'
1896'
3°45'
40
40
W.B.
EASTBOUND
not current
Ⓟ X CO
N
N
N
1 Pan. B/D P/T x 54
N Pan
x 1514'
N
Ⓟ X
.13
.38
.70
.94
.10
.42
.66
.70
.11
.40
112-115 SH Mixed
1964
-0.5
-0.28
-0.43
-0.5
-0.40
-0.29
-0.33
-0.36
-0.34
-0.25
-0.1
-0.52
-0.256
-0.50
-0.2
1933
195.77
Volcanic Rock 1929
198.15
1932

30-16

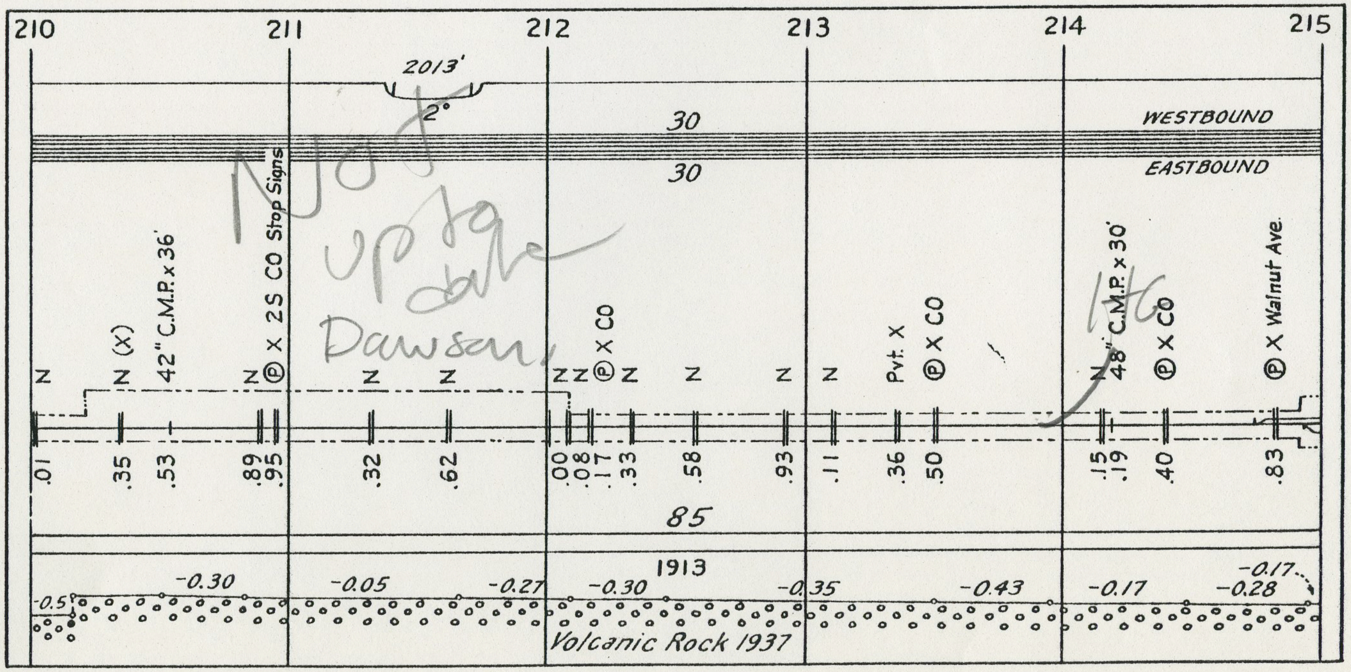
CRAIG BRANCH


200
201
202
203
204
205
4°
1973'
953'
1°
1471'
2°
2°
1370'
1098'
4°
25
25
WESTBOUND
EASTBOUND
HITCHENS
200.10
MILNER
201.17
Ⓟ X CO
Ⓟ X
Ⓟ X
Ⓟ
Main St.
Stock Xing
N
N
Ⓟ X CO
N
N
60" C.I.P. x 36'
60" C.I.P. x 34'
N
N
48" C.I.P. x 42'
.79
.10
.17
.30
.68
.90
.94
.38
.40
.61
.32
.16
.48
112-115 SH Mixed
85
1964
1913
-0.50
-0.30
-0.155
-0.20
-0.283
-0.20
-0.10
.10
Volcanic Rock 1932

CRAIG BRANCH


205
206
207
208
209
210
2°
3264'
1949'
4°
1°
1287'
25
1211'
4°
2°30' to 4°40'
2065'
4°
1325'
2°
98'
2°
98'
1040'
4°
4°
469'
30
4°
809'
816'
4°04'
W.B.
25
30
E.B.
BEAR RIVER
206.35
MT. HARRIS
207.98
48" C.I.P. x 48'
N
Ⓟ FL US 40
Dbl. 60" C.M.P. x 54'
Pan. B/D P/T x 95'
N
72" C.M.P. x 54'
.58
.48
.11
.37
.55
.74
.80
85
1913
-0.27
-0.10
-0.28
-0.12
-0.25
-0.30
-0.34
+0.13
-0.50
1932
207.67
Volcanic Rock
208.00
1937

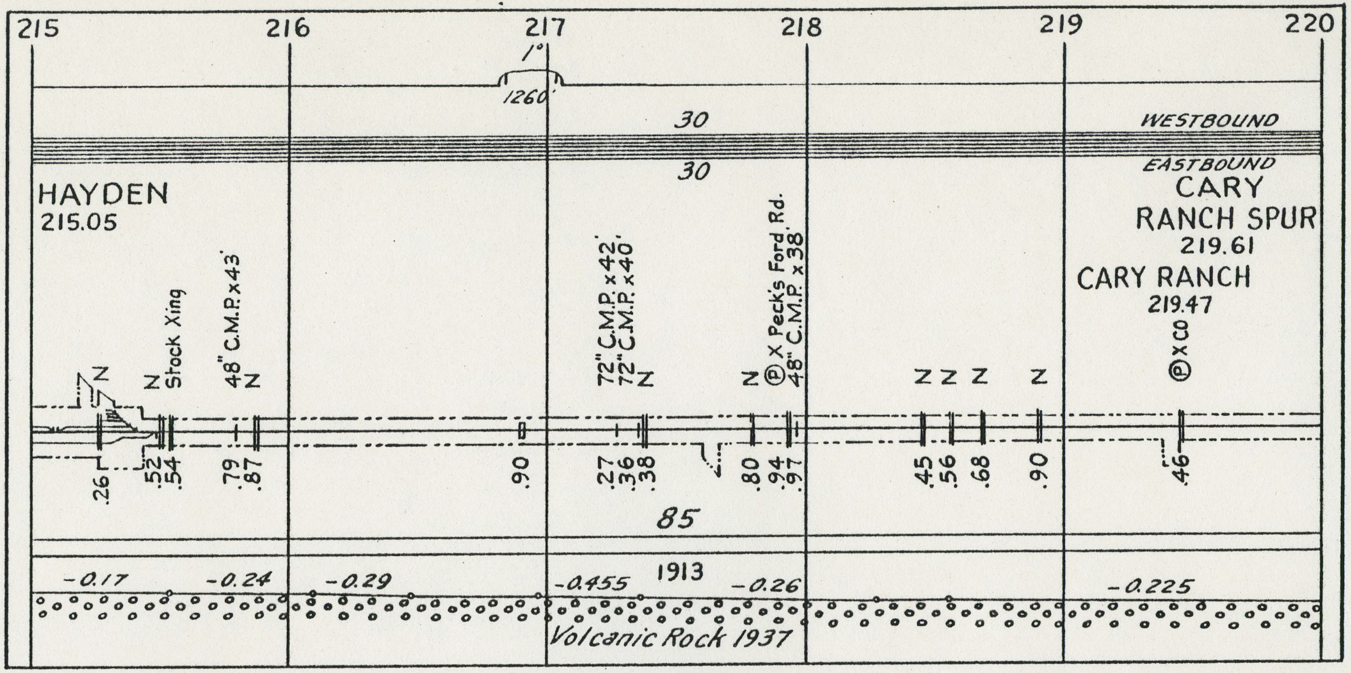
CRAIG BRANCH


210
211
212
213
214
215
2013'
2°
30
WESTBOUND
30
EASTBOUND
N
N (X)
42" C.M.P. x 36'
N
Ⓟ X 2S CO Stop Signs
N
N
Z Z Ⓟ X CO
N
N
N
N
Pvt. X
Ⓟ X CO
N
48" C.M.P. x 30'
Ⓟ X CO
Ⓟ X Walnut Ave.
.01
.35
.53
.89
.95
.32
.62
.00
.08
.17
.33
.58
.93
.11
.36
.50
.15
.19
.40
.83
85
1913
-0.5
-0.30
-0.05
-0.27
-0.30
-0.35
-0.43
-0.17
-0.17
-0.28
Volcanic Rock 1937

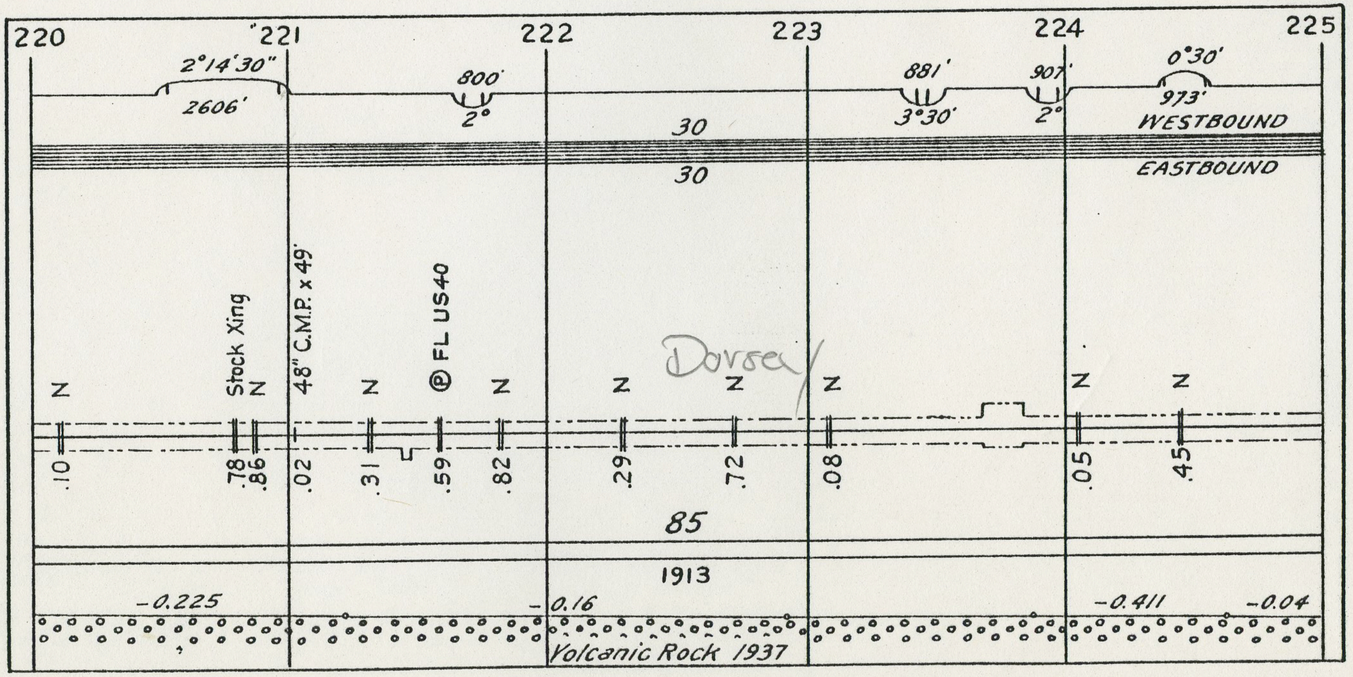
Not up to date
Dawson.

1/6

CRAIG BRANCH

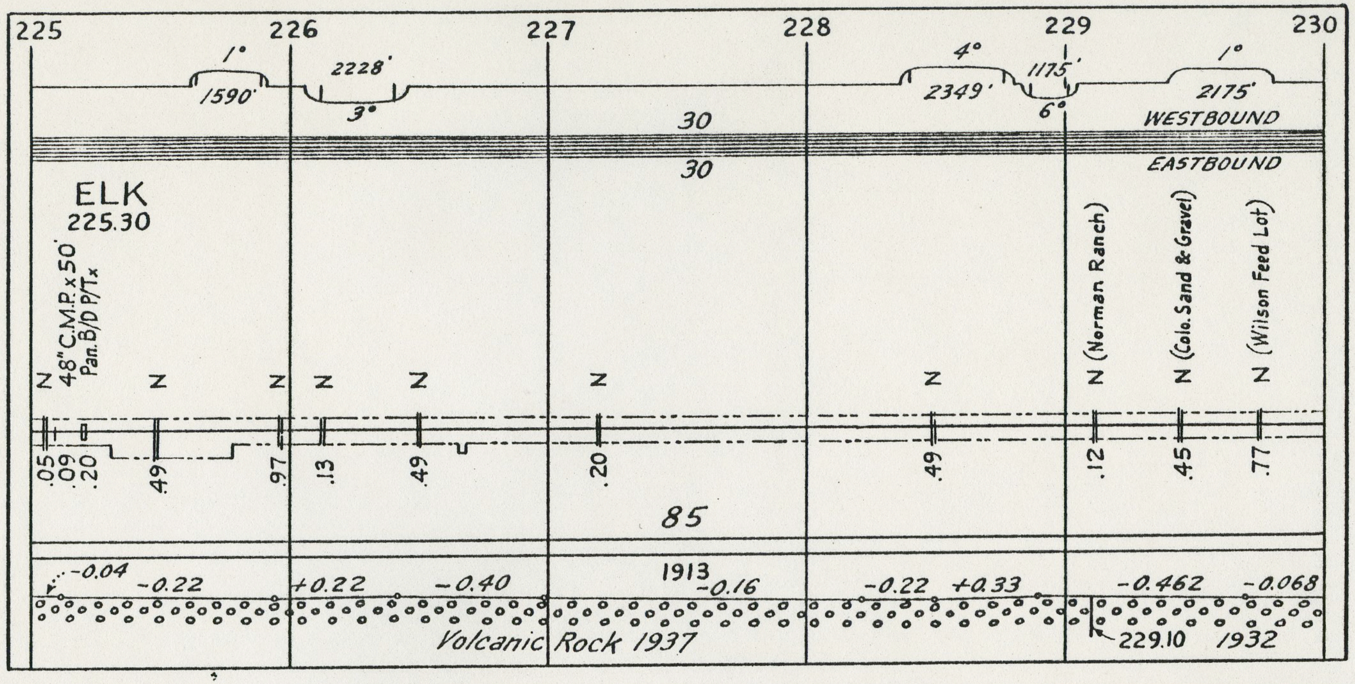

215
216
217
218
219
220
1°
1260'
30
WESTBOUND
EASTBOUND
30
HAYDEN
215.05
CARY
RANCH SPUR
219.61
CARY RANCH
219.47
N
N Stock Xing
48" C.M.P. x 43' N
72" C.M.P. x 42'
72" C.M.P. x 40' N
N
Ⓟ X Peck's Ford Rd.
48" C.M.P. x 38'
N N N
N
Ⓟ X CO
.26
.52
.54
.79
.87
.90
.27
.36
.38
.80
.94
.97
.45
.56
.68
.90
.46
85
1913
-0.17
-0.24
-0.29
-0.455
-0.26
-0.225
Volcanic Rock 1937

CRAIG BRANCH


220
221
222
223
224
225
2°14'30"
2606'
800'
2°
881'
3°30'
907'
2°
0°30'
973'
WESTBOUND
30
EASTBOUND
30
N
Stock Xing N
48" C.M.P. x 49'
N
Ⓟ FL US40
N
N
Dorsey/
N
N
N
N
.10
.78
.86
.02
.31
.59
.82
.29
.72
.08
.05
.45
85
1913
-0.225
-0.16
-0.411
-0.04
Volcanic Rock 1937

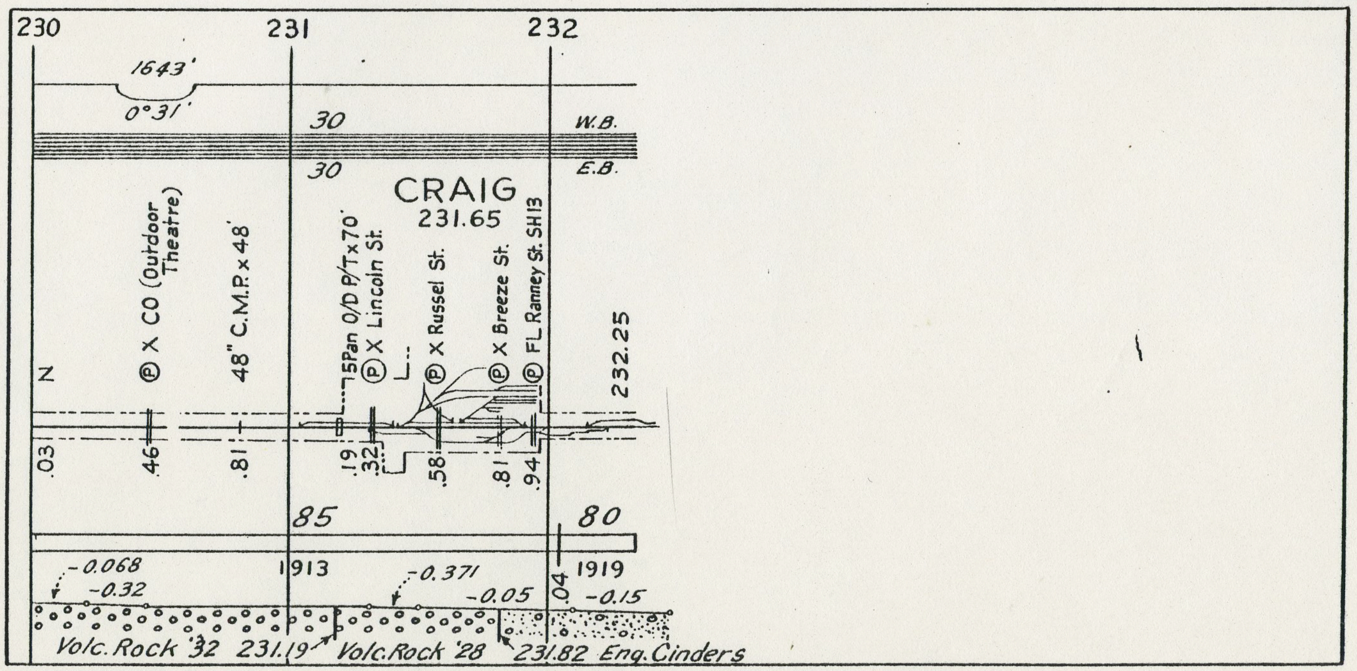
30-21

CRAIG BRANCH


225
226
227
228
229
230
1°
1590'
2228'
3°
4°
2349'
1175'
6°
1°
2175'
30
WESTBOUND
30
EASTBOUND
ELK
225.30
N
48" C.M.P. x 50'
Pan. B/D P/Tx
N
N
N
N
N
N
N (Norman Ranch)
N (Colo. Sand & Gravel)
N (Wilson Feed Lot)
.05
.09
.20
.49
.97
.13
.49
.20
.49
.12
.45
.77
85
-0.04
-0.22
+0.22
-0.40
1913
-0.16
-0.22
+0.33
-0.462
-0.068
Volcanic Rock 1937
229.10
1932

30-22

CRAIG BRANCH

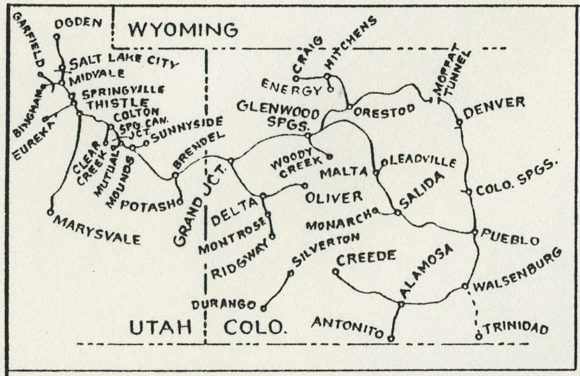

230
231
232
1643'
0°31'
30
W.B.
30
E.B.
CRAIG
231.65
N
Ⓟ X CO (Outdoor Theatre)
48" C.M.P. x 48'
5Pan O/D P/T x 70'
Ⓟ X Lincoln St.
Ⓟ X Russel St.
Ⓟ X Breeze St.
Ⓟ FL Ranney St. SH13
232.25
.03
.46
.81
.19
.32
.58
.81
.94
85
80
-0.068
-0.32
1913
-0.371
-0.05
.04
1919
-0.15
Volc. Rock '32
231.19
Volc. Rock '28
231.82
Eng. Cinders

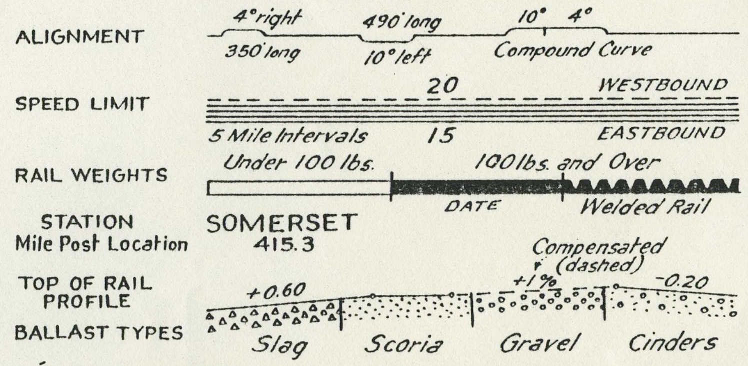
9

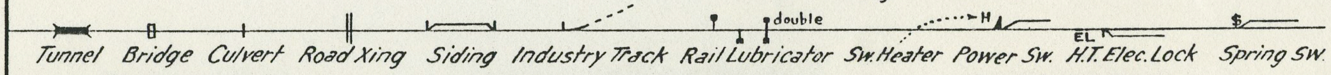
D. & R. G. W. R. R. Co.
GRADE AND ALIGNMENT
CRAIG TO AXIAL
(AXIAL SPUR)
MP 0.00 to MP 27.33

MP 230
From Dvr.

Rv. 7-84


WYOMING
UTAH
COLO.
OGDEN
GARFIELD
SALT LAKE CITY
MIDVALE
BINGHAM
SPRINGVILLE
THISTLE
EUREKA
COLTON
SPG. CAN. JCT.
SUNNYSIDE
CLEAR CREEK
MUTUAL
MOUNDS
POTASH
MARYSVALE
BRENDEL
GRAND JCT.
DELTA
MONTROSE
RIDGWAY
DURANGO
SILVERTON
OLIVER
CRAIG
HITCHENS
ENERGY
GLENWOOD SPGS.
WOODY CREEK
ORESTOD
MOFFAT TUNNEL
DENVER
MALTA
LEADVILLE
SALIDA
MONARCH
COLO. SPGS.
PUEBLO
CREEDE
ALAMOSA
ANTONITO
WALSENBURG
TRINIDAD


ALIGNMENT
4° right
350' long
490' long
10° left
10°
4°
Compound Curve
SPEED LIMIT
20
WESTBOUND
5 Mile Intervals
15
EASTBOUND
RAIL WEIGHTS
Under 100 lbs.
100 lbs. and Over
DATE
Welded Rail
STATION
Mile Post Location
SOMERSET
415.3
TOP OF RAIL PROFILE
+0.60
Compensated (dashed)
+1%
-0.20
BALLAST TYPES
Slag
Scoria
Gravel
Cinders


Tunnel
Bridge
Culvert
Road Xing
Siding
Industry Track
Rail Lubricator
double
Sw. Heater
H
Power Sw.
EL
H.T. Elec. Lock
$
Spring Sw.

ROAD CROSSINGS

Ⓟ	Public Road
CO 56	County Road
SH 32	State Highway
US 6	U.S. Highway
I 25	Interstate
•ELM ST.	City Street

ROAD CROSSING PROTECTORS

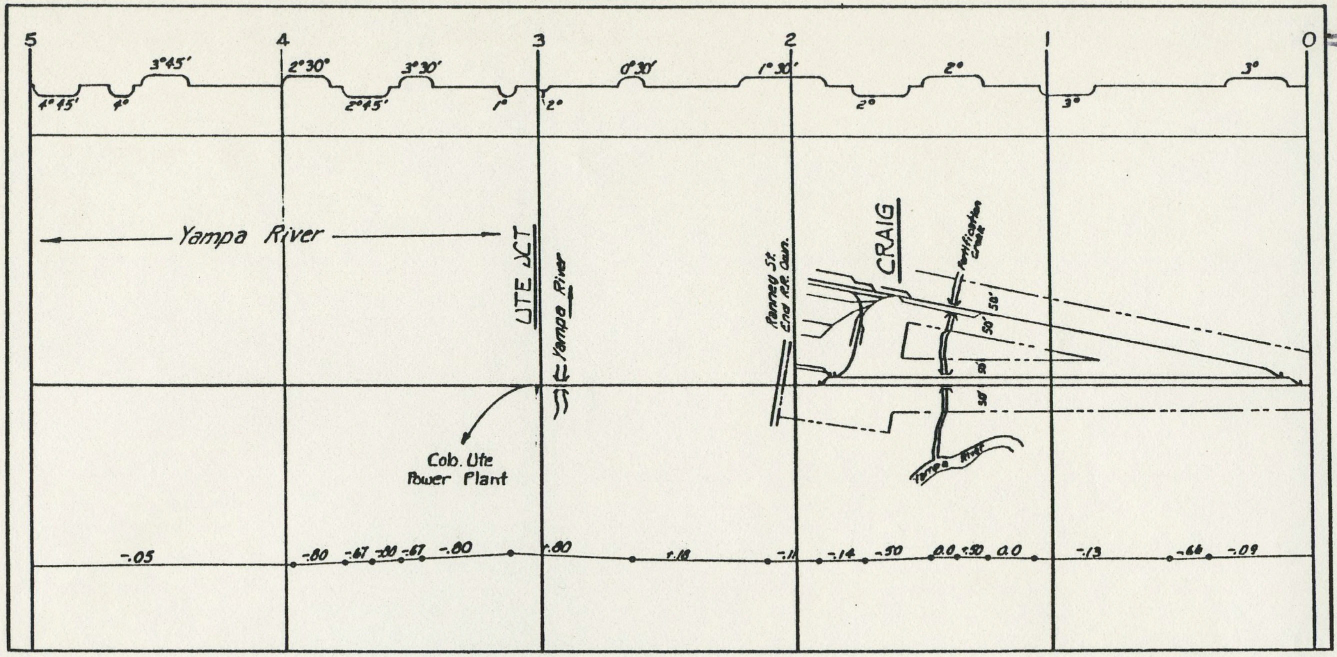
FL	Flashing lights
B	Bell
X	Cross buck
N	Private Crossing.
Y	Flashing yellow
AG	Automatic gates
S	Stop sign
TL	City Traffic lights
GCP	Predictor
M	Motion detector
DE	Dragging equip.

SIGNAL SYMBOLS

LH	Left hand
R	Repeater
HW	High Water Det.
DY	Double yellow
FY	Flashing yellow
CO	Call on
G	Grade

1
MP
= 230
From
Denver

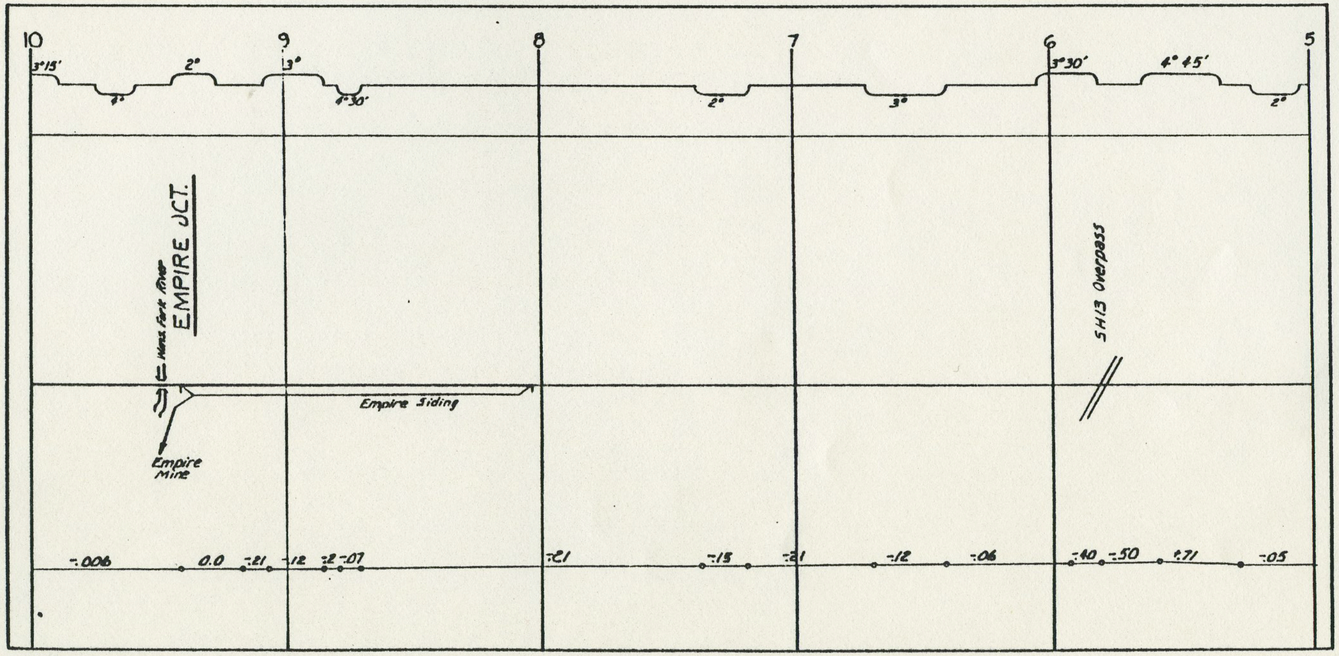
AXIAL SPUR



5
4
3
2
1
0
3°45'
2°30'
3°30'
0°30'
1°30'
2°
3°
4°45'
4°
2°45'
1°
2°
2°
3°
Yampa River
UTE JCT
Yampa River
Cob. Ute
Power Plant
Ranney St.
End R.R. Own.
CRAIG
Fortification
Creek
50'
50'
50'
50'
Yampa River
-.05
-.80
-.67
-.80
-.67
-.80
+.80
+.18
-.11
-.14
-.50
0.0
+.50
0.0
-.13
-.64
-.09

2

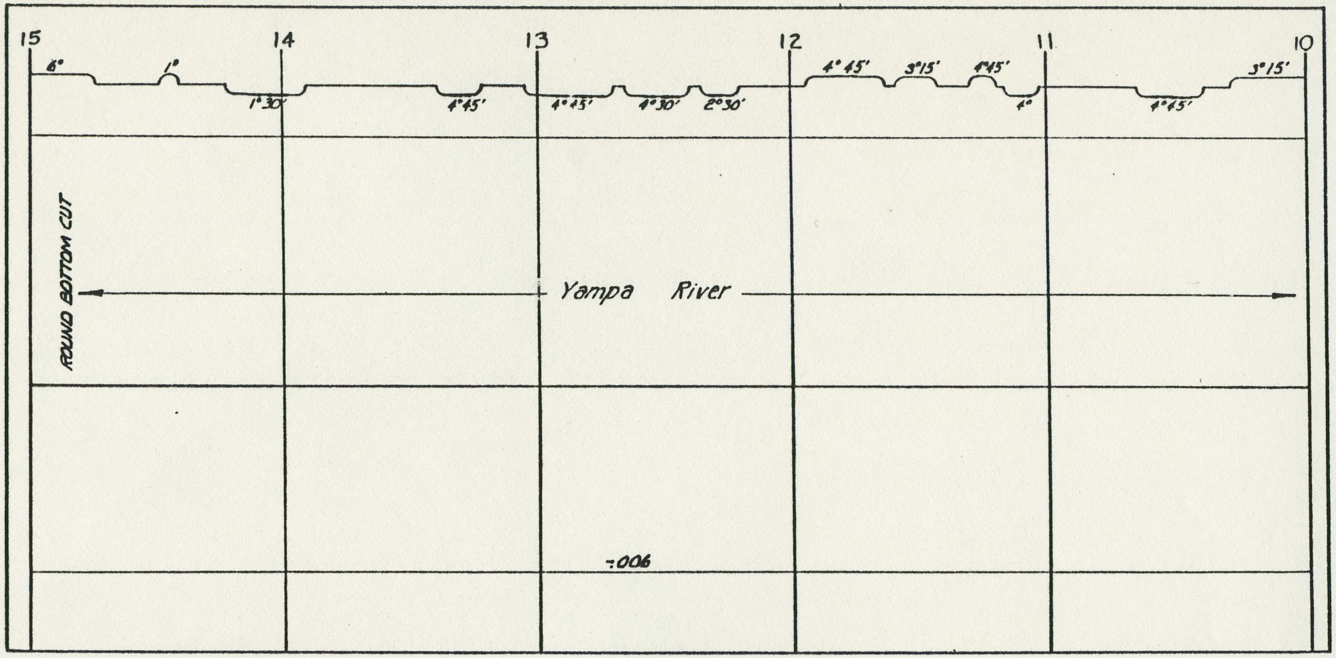
AXIAL SPUR



10
9
8
7
6
5
3°15'
2°
3°
3°30'
4°45'
4°
4°30'
2°
3°
2°
EMPIRE JCT.
Wms Fork River
Empire Siding
Empire
Mine
SH13 Overpass
-.006
0.0
-.21
-.12
-.2
-.07
-.21
-.15
-.21
-.12
-.06
-.40
-.50
+.71
-.05

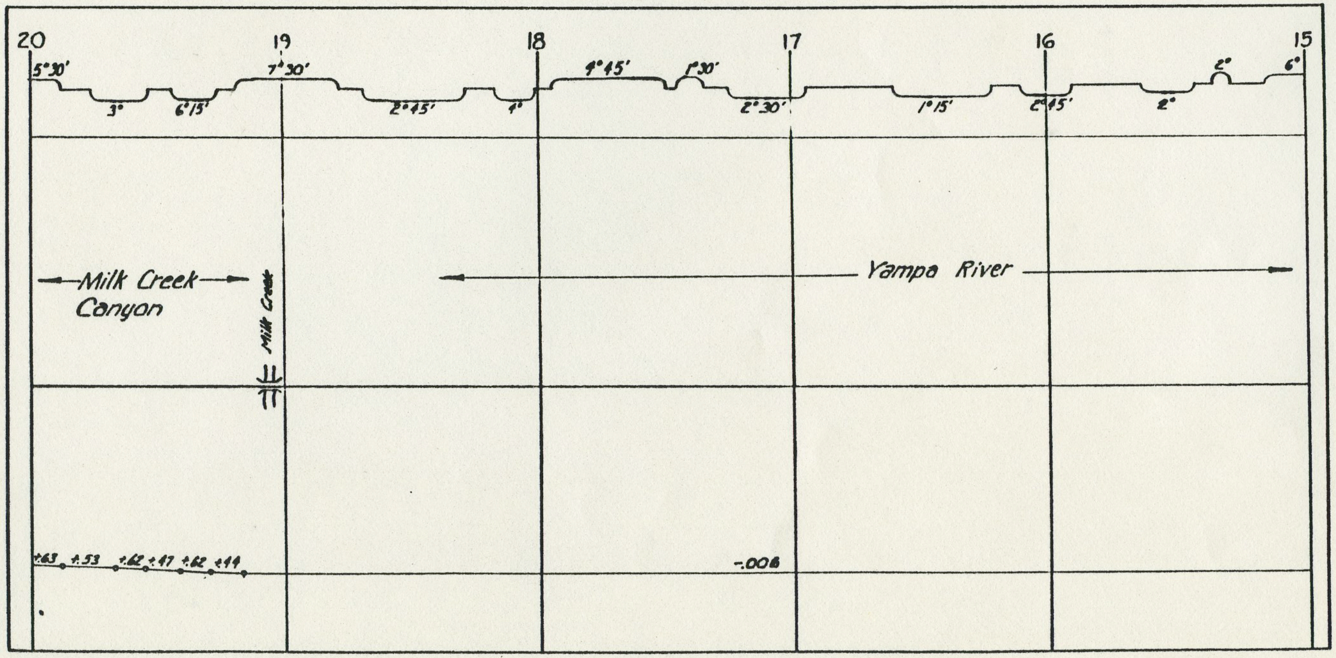
3

AXIAL SPUR


15
14
13
12
11
10
6°
1°
1°30'
4°45'
4°45'
4°30'
2°30'
4° 45'
3°15'
4°45'
4°
4°45'
3°15'
ROUND BOTTOM CUT
Yampa River
-.006

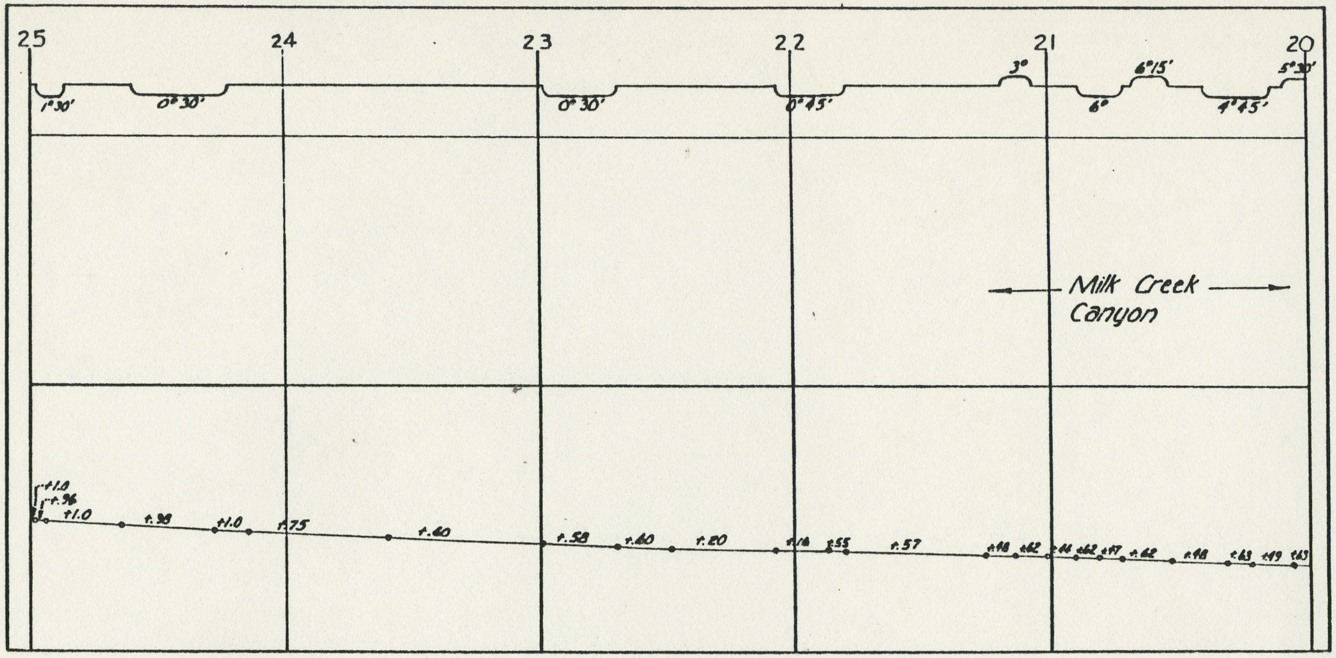
4

AXIAL SPUR


20
19
18
17
16
15
5°30'
3°
6°15'
7°30'
2°45'
4°
4°45'
1°30'
2°30'
1°15'
2°45'
2°
2°
6°
Milk Creek Canyon
Milk Creek
Yampa River
+.63
+.53
+.62
+.47
+.62
+.44
-.008

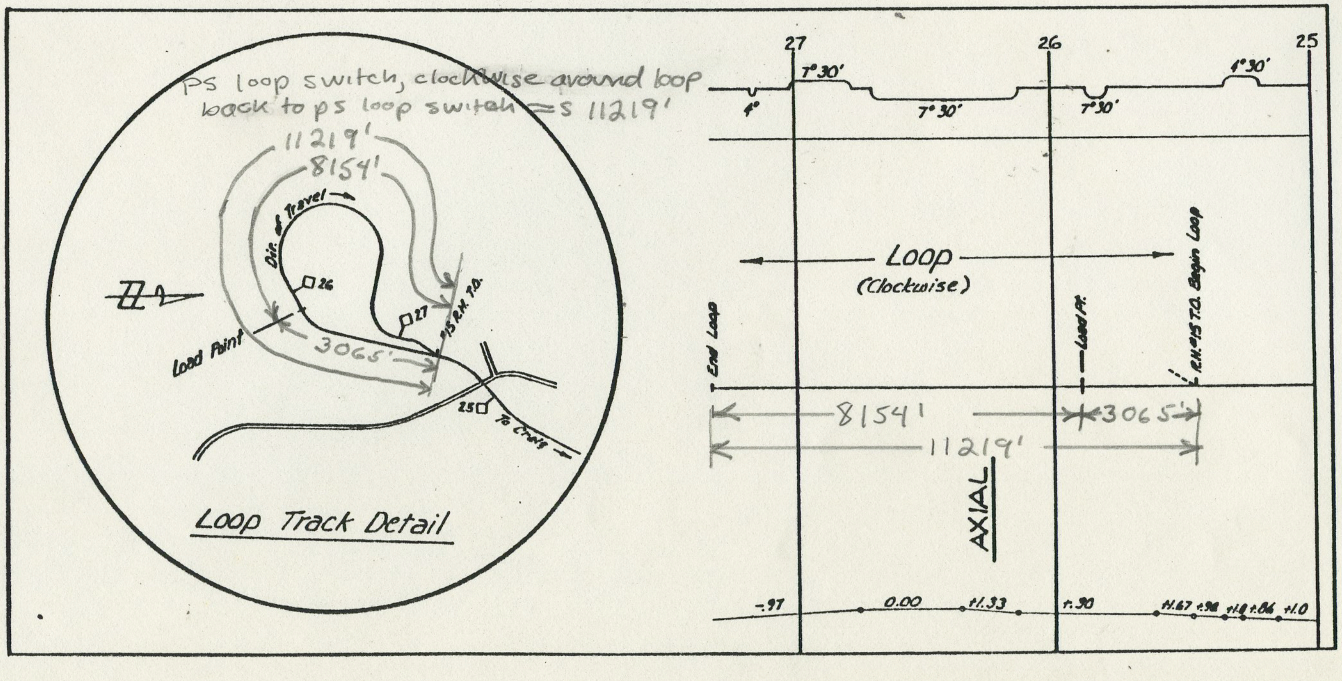
5

AXIAL SPUR


25
24
23
22
21
20
1°30'
0°30'
0°30'
0°45'
3°
6°
6°15'
4°45'
5°30'
Milk Creek Canyon
+1.0
+.96
+1.0
+.98
+1.0
+.75
+.60
+.58
+.60
+.20
+.16
+.55
+.57
+.48
+.62
+.66
+.62
+.47
+.62
+.48
+.63
+.49
+.63

6

AXIAL SPUR


PS loop switch, clockwise around loop back to PS loop switch = S 11219'
11219'
8154'
Dir. of Travel
26
27
#15 R.H. T.O.
Load Point
3065'
25
To Craig
Loop Track Detail
27
26
25
7°30'
4°
7°30'
7°30'
4°30'
Loop (Clockwise)
End Loop
Load Pt.
R.H. #15 T.O. Begin Loop
8154'
3065'
11219'
AXIAL
-.97
0.00
+1.33
+.90
+1.67
+.98
+1.0
+.86
+1.0

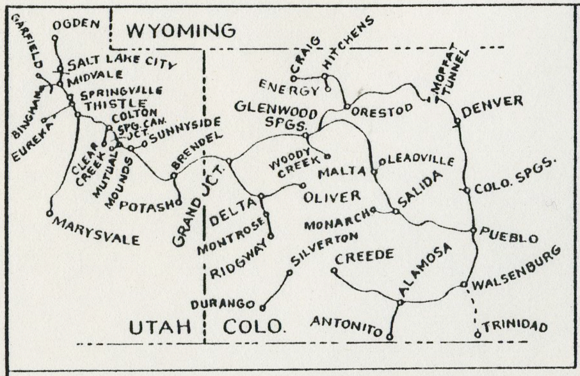
7

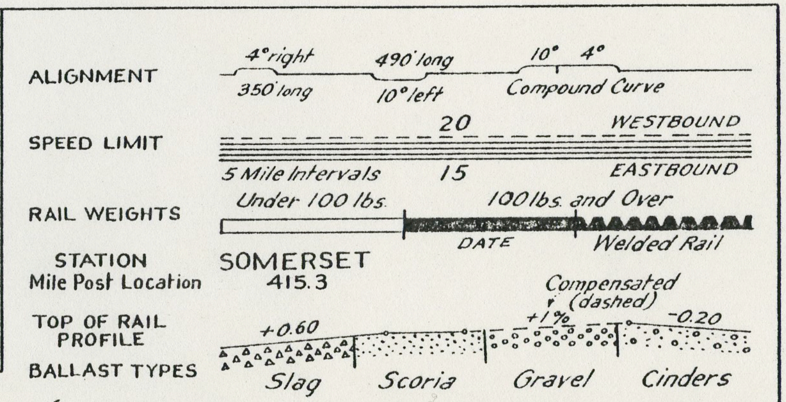
D. & R. G. W. R. R. Co.

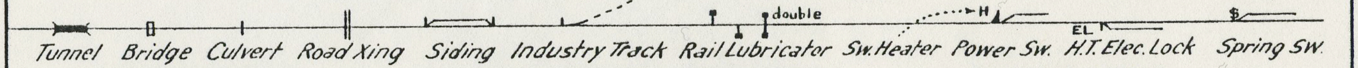
GRADE AND ALIGNMENT

ENERGY SPUR

M.P. 0.00 to M.P. 12.61


WYOMING
OGDEN
GARFIELD
SALT LAKE CITY
MIDVALE
BINGHAM
SPRINGVILLE
THISTLE
EUREKA
COLTON
SPG. CAN. JCT.
SUNNYSIDE
CLEAR CREEK
MUTUAL
MOUNDS
POTASH
BRENDEL
GRAND JCT.
MARYSVALE
CRAIG
HITCHENS
ENERGY
GLENWOOD SPGS.
ORESTOD
MOFFAT TUNNEL
DENVER
WOODY CREEK
MALTA
LEADVILLE
COLO. SPGS.
DELTA
MONTROSE
OLIVER
MONARCH
SALIDA
PUEBLO
RIDGWAY
SILVERTON
CREEDE
ALAMOSA
WALSENBURG
DURANGO
ANTONITO
TRINIDAD
UTAH
COLO.


ALIGNMENT
4° right
350' long
490' long
10° left
10°
4°
Compound Curve
SPEED LIMIT
20
WESTBOUND
5 Mile Intervals
15
EASTBOUND
RAIL WEIGHTS
Under 100 lbs.
100 lbs. and Over
DATE
Welded Rail
STATION
Mile Post Location
SOMERSET
415.3
TOP OF RAIL PROFILE
+0.60
Compensated (dashed)
+1%
-0.20
BALLAST TYPES
Slag
Scoria
Gravel
Cinders


double
H
EL
$
Tunnel
Bridge
Culvert
Road Xing
Siding
Industry Track
Rail Lubricator
Sw. Heater
Power Sw.
H.T. Elec. Lock
Spring Sw.

ROAD CROSSINGS

Ⓟ ....Public Road
CO 56.... County Road
SH 32..... State Highway
US 6...... U.S. Highway
I 25...... Interstate
ELM ST... City Street

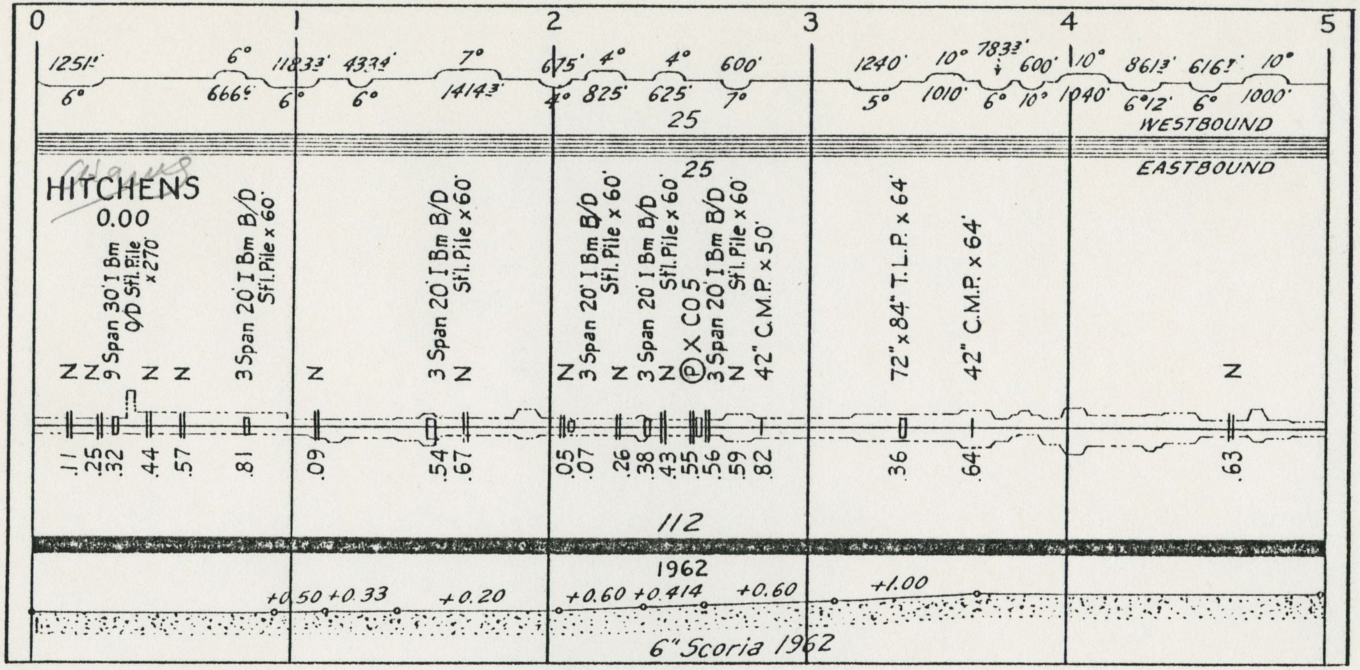
ROAD CROSSING PROTECTORS

FL.... Flashing lights
B..... Bell
X..... Cross buck
N..... Private Crossing.
Y..... Flashing yellow
AG... Automatic gates
S....... Stop sign
TL...... City Traffic lights
GCP.... Predictor
M...... Motion detector
DE..... Dragging equip.

SIGNAL SYMBOLS

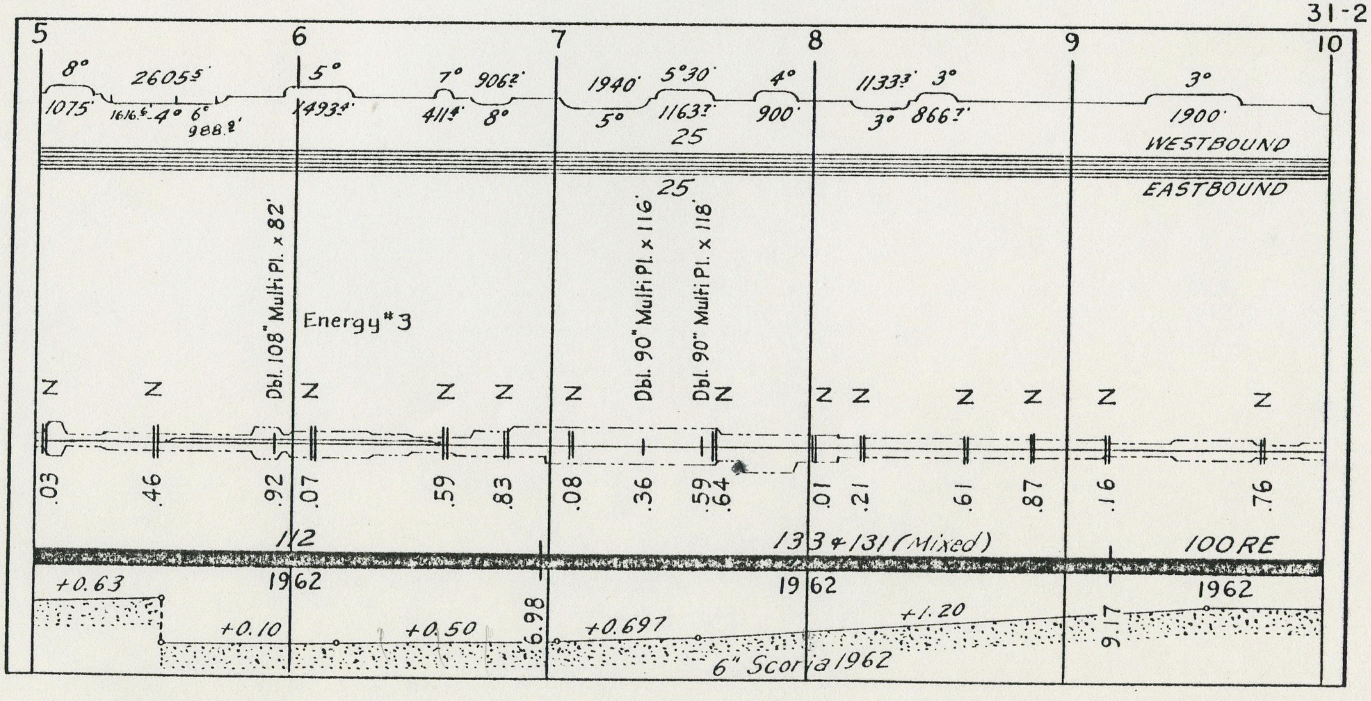
LH..... Left hand
R...... Repeater
HW.... High Water Det.
DY...... Double yellow
FY...... Flashing yellow
CO...... Call on
G....... Grade

ENERGY SPUR

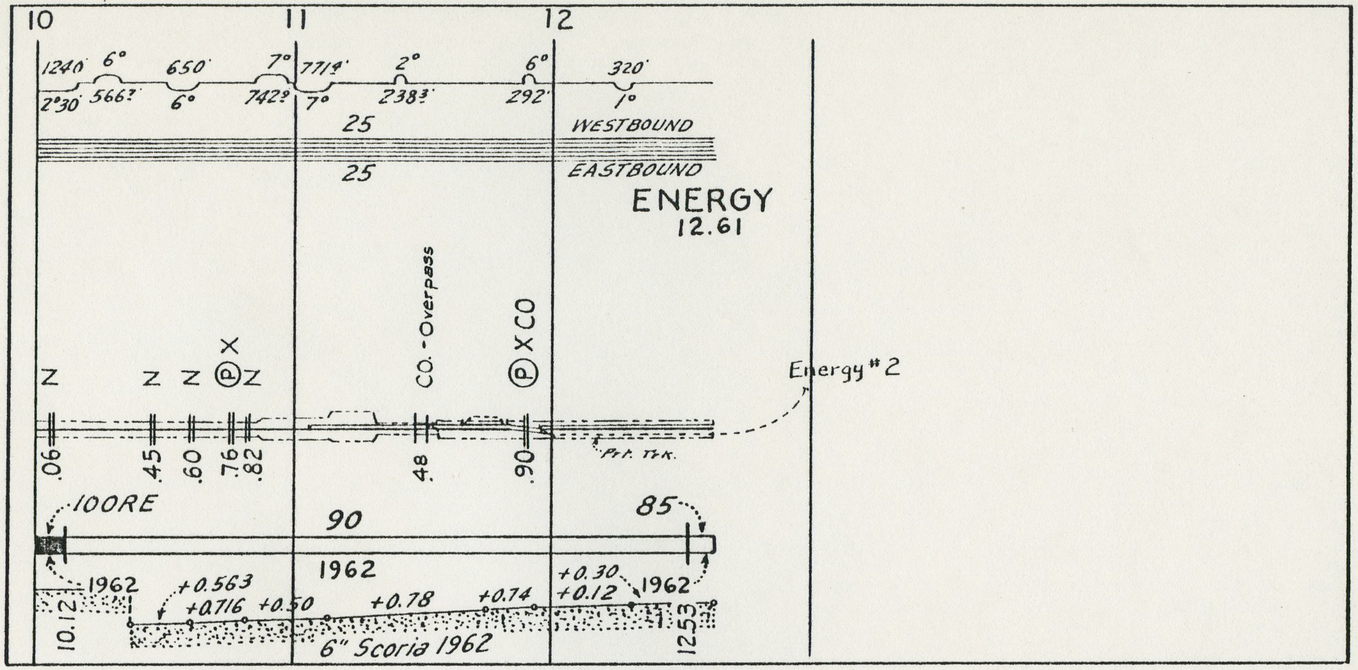

0
1
2
3
4
5
1251.1'
6°
6°
666.6'
1183.3'
6°
433.4'
6°
7°
1414.3'
675'
4°
4°
825'
4°
625'
600'
7°
1240'
5°
10°
1010'
783.3'
6°
600'
10°
10°
1040'
861.3'
6°12'
616.7'
6°
10°
1000'
25
WESTBOUND
EASTBOUND
25
HITCHENS
0.00
Z Z 9 Span 30' I Bm O/D Stl. Pile x 270'
N N
3 Span 20' I Bm B/D Stl. Pile x 60'
N
3 Span 20' I Bm B/D Stl. Pile x 60'
N
N 3 Span 20' I Bm B/D Stl. Pile x 60'
N
3 Span 20' I Bm B/D Stl. Pile x 60'
Ⓟ X CO 5
3 Span 20' I Bm B/D Stl. Pile x 60'
N
42" C.M.P. x 50'
72" x 84" T.L.P. x 64'
42" C.M.P. x 64'
N
.11
.25
.32
.44
.57
.81
.09
.54
.67
.05
.07
.26
.38
.43
.55
.56
.59
.82
.36
.64
.63
112
1962
+0.50
+0.33
+0.20
+0.60
+0.414
+0.60
+1.00
6" Scoria 1962

31-2

ENERGY SPUR


5
6
7
8
9
10
8°
1075'
2605.5'
1616.6'
4°
6°
988.8'
5°
1493.4'
7°
411.1'
906.2'
8°
1940'
5°
5°30'
1163.3'
4°
900'
1133.3'
3°
3°
866.7'
3°
1900'
25
25
WESTBOUND
EASTBOUND
25
Dbl. 108" Multi Pl. x 82'
Energy #3
Dbl. 90" Multi Pl. x 116'
Dbl. 90" Multi Pl. x 118'
Z
Z
Z
Z
Z
Z
Z
Z
Z
Z
Z
Z
Z
Z
.03
.46
.92
.07
.59
.83
.08
.36
.59
.64
.01
.21
.61
.87
.16
.76
112
133 & 131 (Mixed)
100RE
1962
1962
1962
+0.63
+0.10
+0.50
6.98
+0.697
+1.20
9.17
6" Scoria 1962

ENERGY SPUR



10
11
12
1240'
6°
650'
7°
771.4'
2°
6°
320'
2°30'
566.7'
6°
742.9'
7°
238.3'
292'
1°
25
WESTBOUND
25
EASTBOUND
ENERGY
12.61
CO. - Overpass
Ⓟ X CO
Z
Z
Z
Ⓟ X
Z
Energy #2
.06
.45
.60
.76
.82
.48
.90
Prt. Trk.
100RE
90
85
1962
1962
1962
1962
+0.563
+0.716
+0.50
+0.78
+0.74
+0.30
+0.12
10.12
12.53
6" Scoria 1962

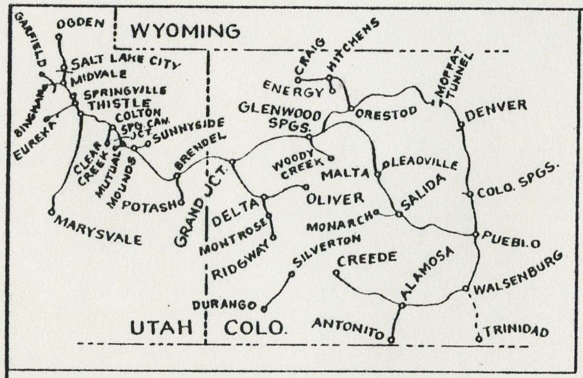
8

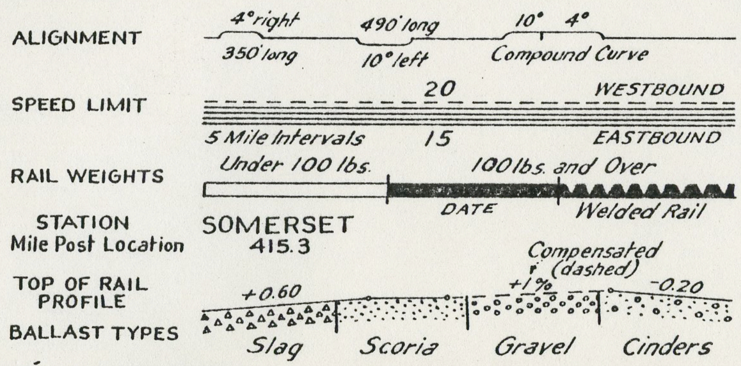
D. & R. G. W. R. R. Co.

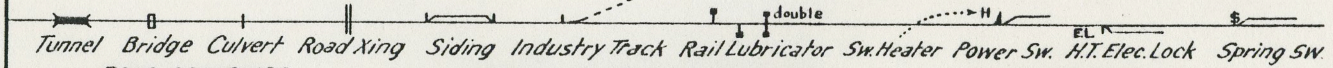
GRADE AND ALIGNMENT

MONARCH BRANCH

M.P. 215.04 to M.P. 236.72


WYOMING
OGDEN
GARFIELD
SALT LAKE CITY
MIDVALE
BINGHAM
SPRINGVILLE
THISTLE
EUREKA
COLTON
SPG. CAN. JCT.
SUNNYSIDE
CLEAR CREEK
MUTUAL
MOUNDS
POTASH
BRENDEL
MARYSVALE
GRAND JCT.
CRAIG
HITCHENS
ENERGY
GLENWOOD SPGS.
ORESTOD
MOFFAT TUNNEL
DENVER
WOODY CREEK
MALTA
LEADVILLE
SALIDA
COLO. SPGS.
DELTA
OLIVER
MONTROSE
MONARCH
PUEBLO
RIDGWAY
SILVERTON
CREEDE
ALAMOSA
WALSENBURG
DURANGO
UTAH
COLO.
ANTONITO
TRINIDAD


ALIGNMENT
4° right
350' long
490' long
10° left
10°
4°
Compound Curve
SPEED LIMIT
20
WESTBOUND
5 Mile Intervals
15
EASTBOUND
RAIL WEIGHTS
Under 100 lbs.
100 lbs. and Over
DATE
Welded Rail
STATION
Mile Post Location
SOMERSET
415.3
TOP OF RAIL PROFILE
Compensated (dashed)
+0.60
+1%
-0.20
BALLAST TYPES
Slag
Scoria
Gravel
Cinders


double
H
EL
$
Tunnel
Bridge
Culvert
Road Xing
Siding
Industry Track
Rail Lubricator
Sw. Heater
Power Sw.
H.T. Elec. Lock
Spring Sw.

ROAD CROSSINGS

Ⓟ ....Public Road
CO 56.... County Road
SH 32..... State Highway
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ELM ST... City Street

ROAD CROSSING PROTECTORS

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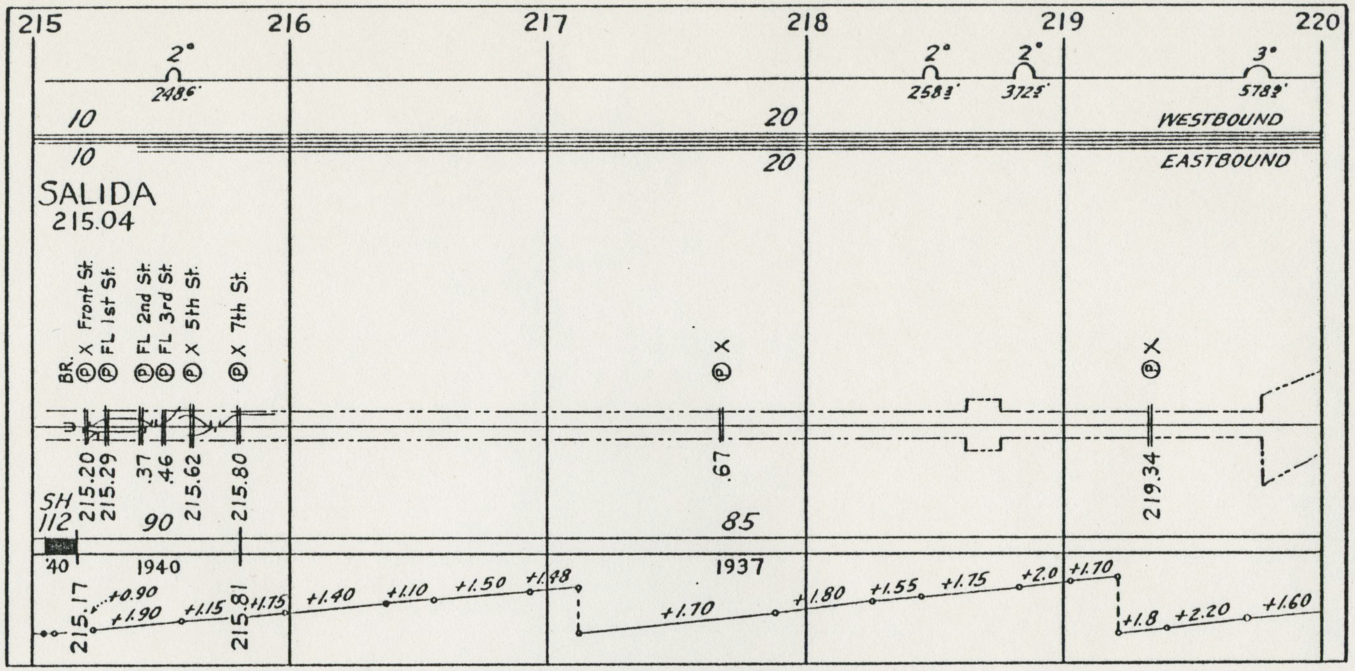
B..... Bell
X..... Cross buck
N..... Private Crossing.
Y..... Flashing yellow
AG... Automatic gates
S....... Stop sign
TL..... City Traffic lights
GCP.... Predictor
M...... Motion detector
DE..... Dragging equip.

SIGNAL SYMBOLS

LH..... Left hand
R...... Repeater
HW.... High Water Det.
DY...... Double yellow
FY...... Flashing yellow
CO...... Call on
G....... Grade

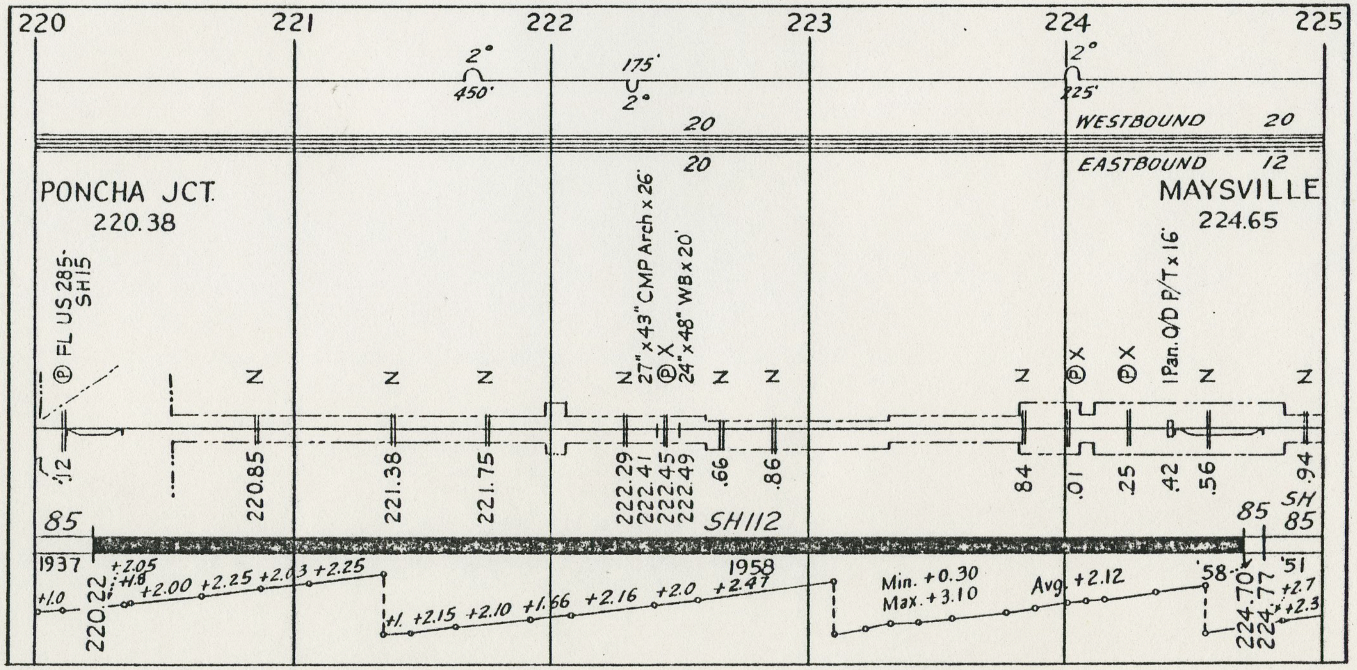
4-1

MONARCH BRANCH

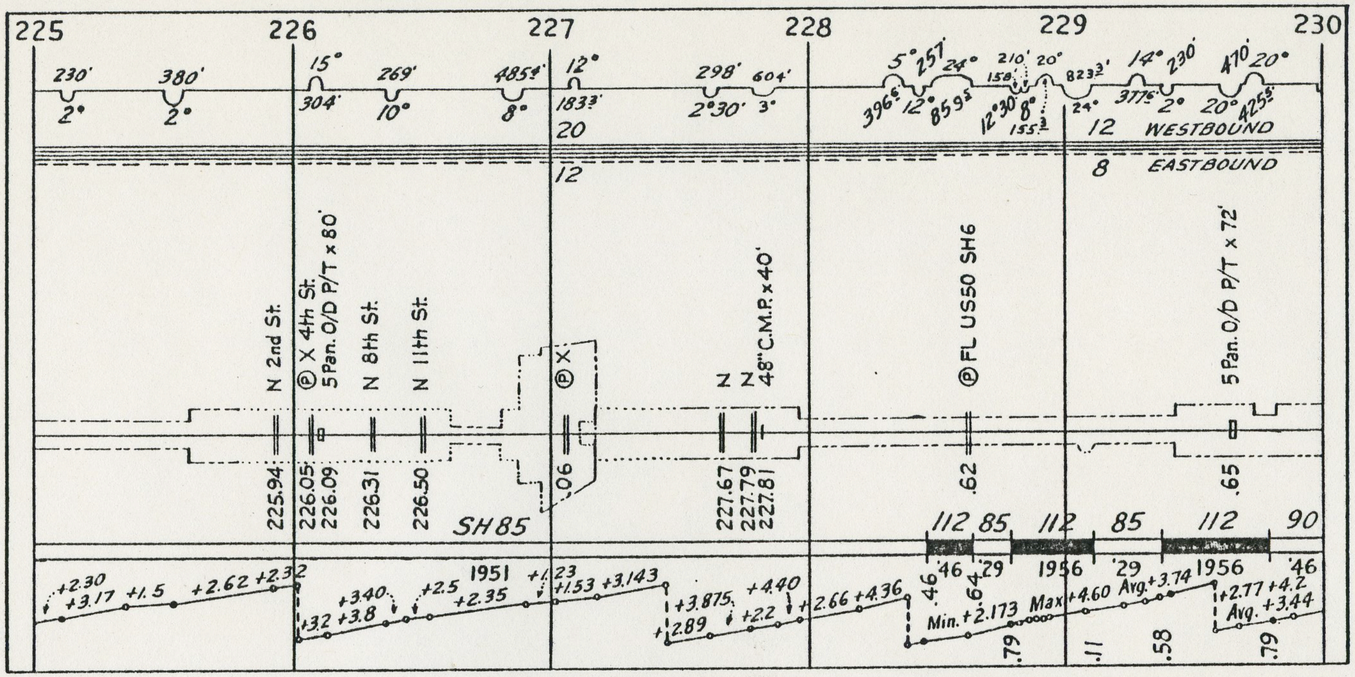

215
216
217
218
219
220
2° 248.5'
2° 258.3'
2° 372.5'
3° 578.2'
10
20
WESTBOUND
10
20
EASTBOUND
SALIDA
215.04
BR.
Ⓟ X Front St.
Ⓟ FL 1st St.
Ⓟ FL 2nd St.
Ⓟ FL 3rd St.
Ⓟ X 5th St.
Ⓟ X 7th St.
Ⓟ X
Ⓟ X
215.20
215.29
.37
.46
215.62
215.80
.67
219.34
SH 112
90
85
'40
1940
1937
215.17
215.81
+0.90
+1.90
+1.15
+1.75
+1.40
+1.10
+1.50
+1.48
+1.70
+1.80
+1.55
+1.75
+2.0
+1.70
+1.8
+2.20
+1.60

4-2

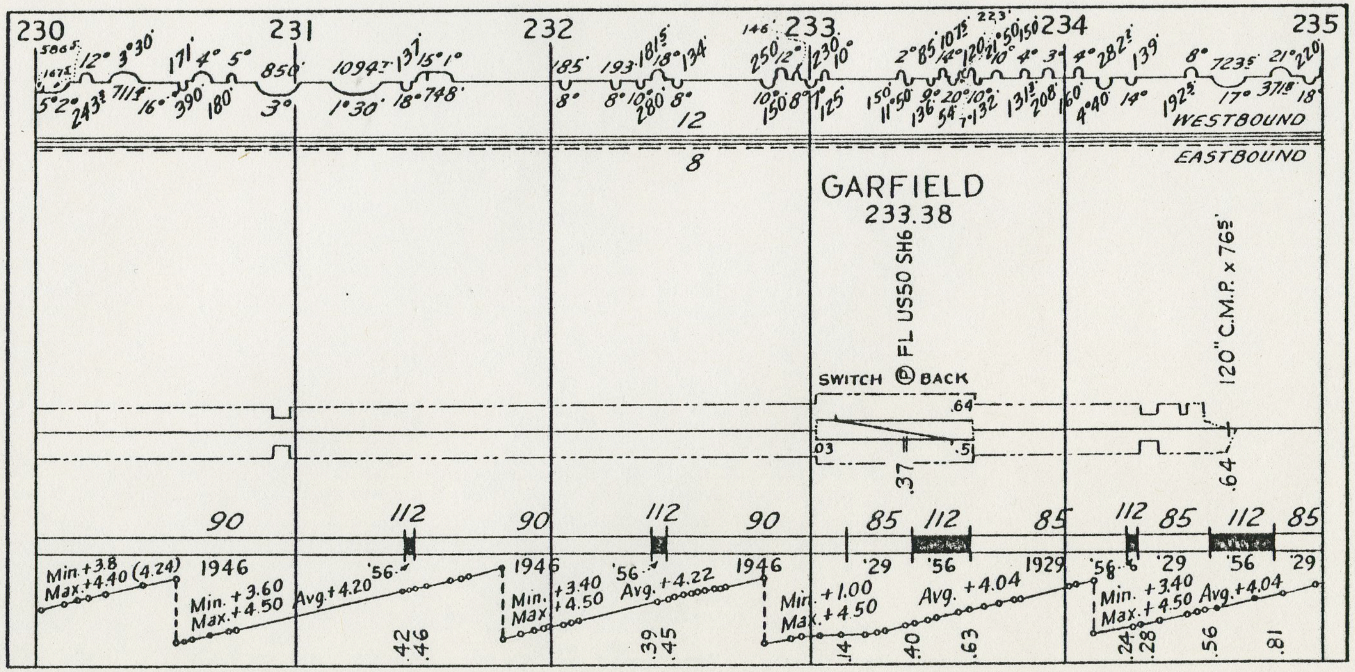
MONARCH BRANCH


220
221
222
223
224
225
2° 450'
175' 2°
2° 225'
20
WESTBOUND
20
20
EASTBOUND
12
PONCHA JCT.
220.38
MAYSVILLE
224.65
Ⓟ FL US 285-SH15
Z
27"x43" CMP Arch x 26'
Ⓟ X
24"x48" WB x 20'
Ⓟ X
Ⓟ X
1 Pan. O/D P/T x 16'
.12
220.85
221.38
221.75
222.29
222.41
222.45
222.49
.66
.86
.84
.01
.25
.42
.56
.94
85
SH112
85
SH 85
1937
1958
'58
'51
+1.0
220.22
+2.05
+1.8
+2.00
+2.25
+2.03
+2.25
+1.
+2.15
+2.10
+1.66
+2.16
+2.0
+2.47
Min. +0.30
Max. +3.10
Avg. +2.12
224.70
224.77
+2.7
+2.3

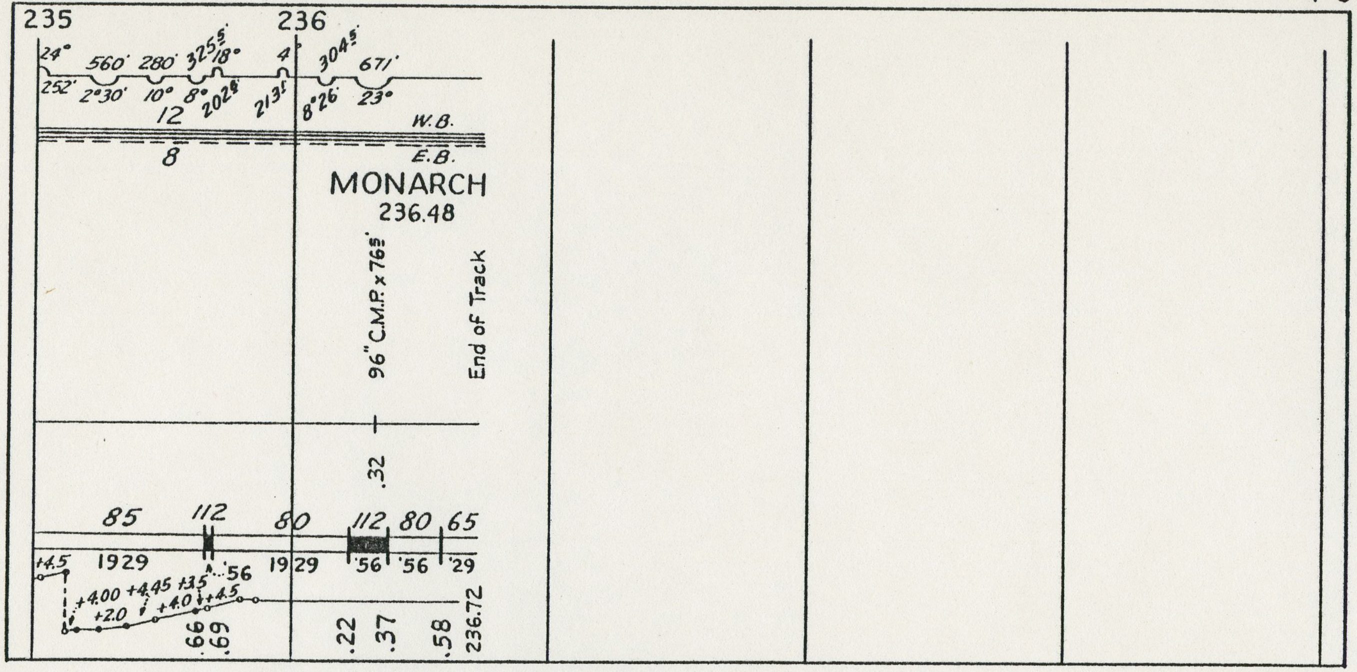
MONARCH BRANCH


225
226
227
228
229
230
WESTBOUND
EASTBOUND
N 2nd St.
Ⓟ X 4th St.
5 Pan. O/D P/T x 80'
N 8th St.
N 11th St.
Ⓟ X
N
N
48" C.M.P. x 40'
Ⓟ FL US50 SH6
5 Pan. O/D P/T x 72'
225.94
226.05
226.09
226.31
226.50
.06
227.67
227.79
227.81
.62
.65
SH85
112
85
90
1951
1956
Min. +2.173
Max +4.60
Avg. +3.74
Avg. +3.44

MONARCH BRANCH


230
231
232
233
234
235
WESTBOUND
EASTBOUND
GARFIELD
233.38
Ⓟ FL US50 SH6
SWITCH Ⓟ BACK
120" C.M.P. x 76'
.03
.37
.5
.64
.64
90
112
85
1946
1929
Min. +3.8
Max. +4.40 (4.24)
Min. +3.60
Max. +4.50
Avg. +4.20
Min. +3.40
Max. +4.50
Avg. +4.22
Min. +1.00
Max. +4.50
Avg. +4.04
Min. +3.40
Max. +4.50
Avg. +4.04

MONARCH BRANCH


235
236
24°
252'
560'
2°30'
280'
10°
325.5'
18°
8°
202.8'
12
4°
213.5'
304.5'
8°26'
671'
23°
W.B.
E.B.
8
MONARCH
236.48
96" C.M.P. x 76.5'
End of Track
.32
85
112
80
112
80
65
1929
'56
19 29
'56
'56
'29
+4.5
+4.00
+4.45
+3.5
+2.0
+4.0
+4.5
.66
.69
.22
.37
.58
236.72

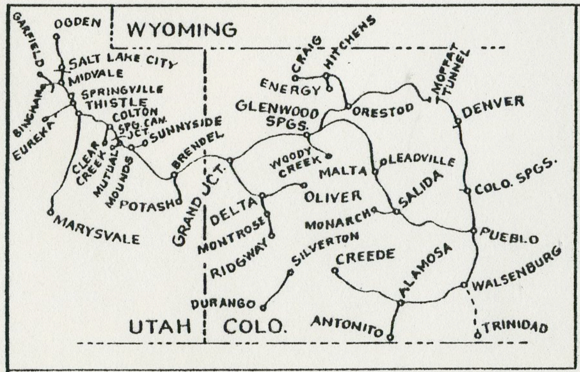
9

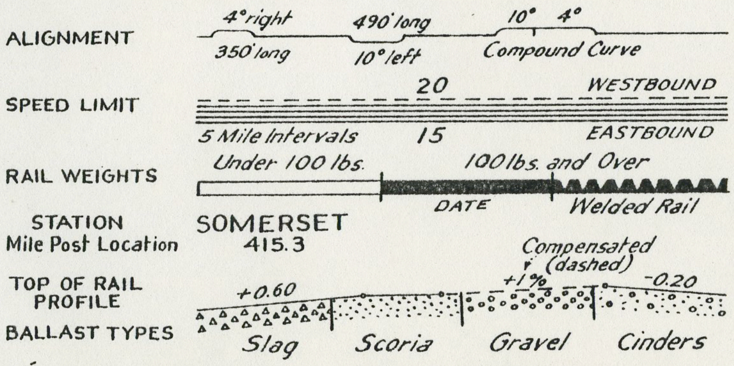
D. & R. G. W. R. R. Co.

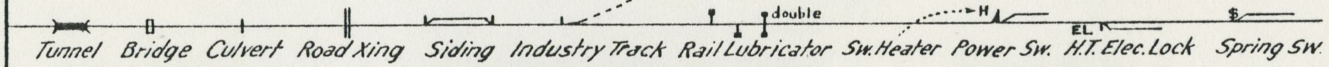
GRADE AND ALIGNMENT

LEADVILLE BRANCH

M.P. 271.00 to M.P. 276.02


WYOMING
OGDEN
GARFIELD
SALT LAKE CITY
MIDVALE
SPRINGVILLE
THISTLE
BINGHAM
EUREKA
COLTON
SPG. CAN. JCT.
SUNNYSIDE
CLEAR CREEK
MUTUAL
MOUNDS
BRENDEL
POTASH
MARYSVALE
GRAND JCT.
DELTA
MONTROSE
RIDGWAY
DURANGO
SILVERTON
CRAIG
HITCHENS
ENERGY
GLENWOOD SPGS.
WOODY CREEK
MALTA
OLIVER
MONARCH
CREEDE
ORESTOD
MOFFAT TUNNEL
DENVER
LEADVILLE
SALIDA
COLO. SPGS.
PUEBLO
ALAMOSA
WALSENBURG
ANTONITO
TRINIDAD
UTAH
COLO.


ALIGNMENT
4° right
350' long
490' long
10° left
10°
4°
Compound Curve
SPEED LIMIT
20
WESTBOUND
5 Mile Intervals
15
EASTBOUND
RAIL WEIGHTS
Under 100 lbs.
100 lbs. and Over
DATE
Welded Rail
STATION
Mile Post Location
SOMERSET
415.3
TOP OF RAIL PROFILE
+0.60
Compensated (dashed)
+1%
-0.20
BALLAST TYPES
Slag
Scoria
Gravel
Cinders

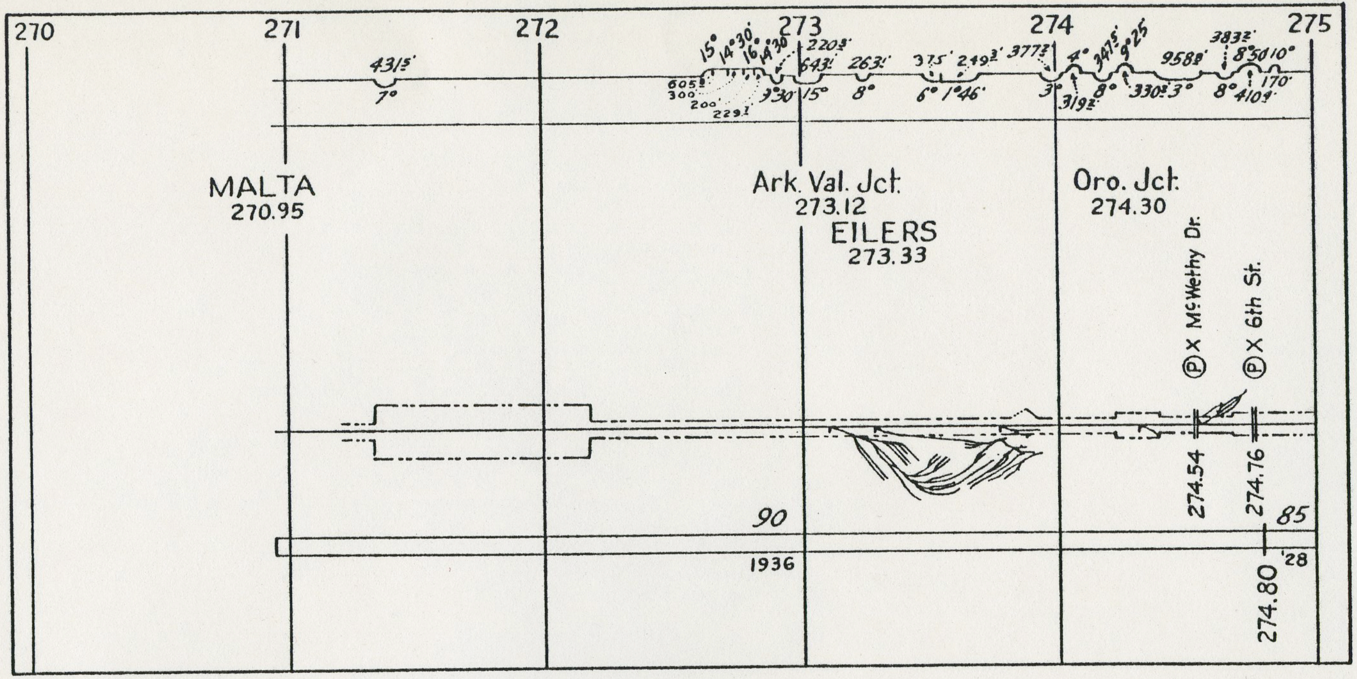

double
H
EL
$
Tunnel
Bridge
Culvert
Road Xing
Siding
Industry Track
Rail Lubricator
Sw. Heater
Power Sw.
H.T. Elec. Lock
Spring Sw.

ROAD CROSSINGS
Ⓟ .... Public Road
CO 56 .... County Road
SH 32 ..... State Highway
US 6 .... U.S. Highway
I 25 ...... Interstate
ELM ST... City Street

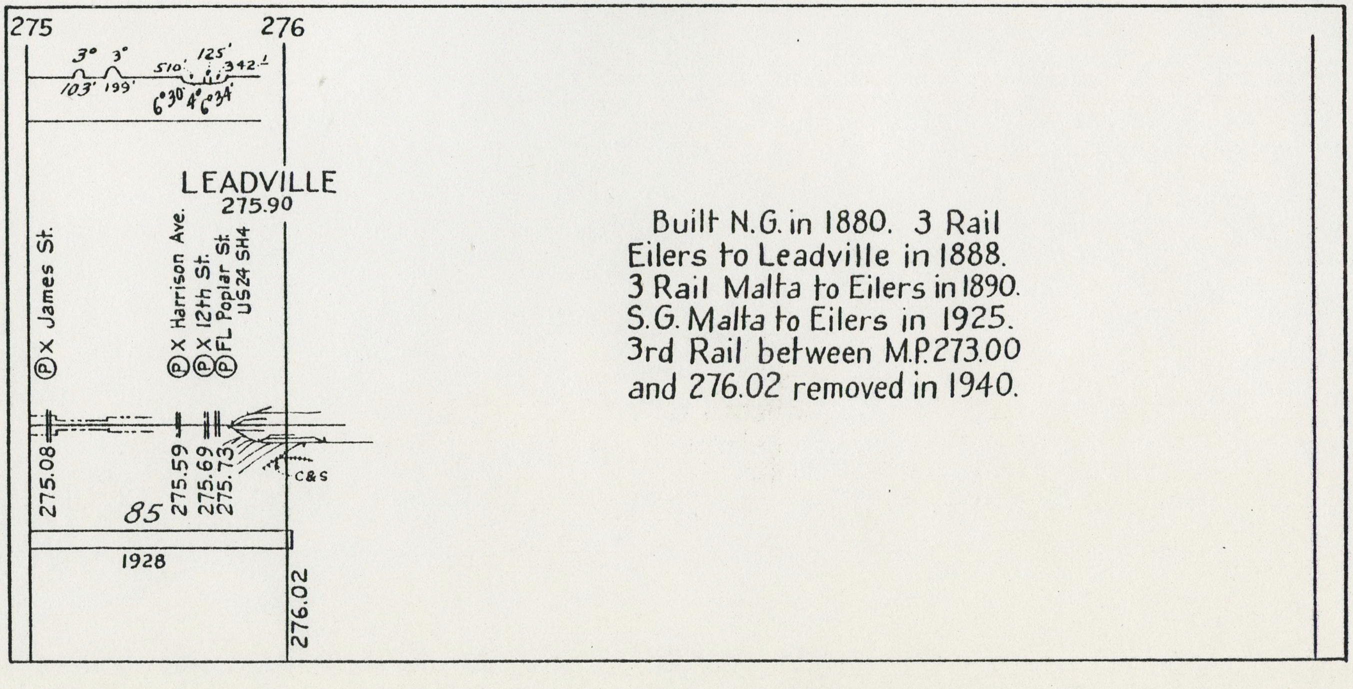
ROAD CROSSING PROTECTORS
FL .... Flashing lights
B ..... Bell
X ..... Cross buck
N ..... Private Crossing.
Y ..... Flashing yellow
AG... Automatic gates
S .... Stop sign
TL ...... City Traffic lights
GCP... Predictor
M .... Motion detector
DE ..... Dragging equip.

SIGNAL SYMBOLS
LH ..... Left hand
R ...... Repeater
HW.... High Water Det.
DY...... Double yellow
FY...... Flashing yellow
CO...... Call on
G .... Grade

LEADVILLE BRANCH


270
271
272
273
274
275
431.5'
7°
605.3'
300
200'
229.1'
15°
14°30'
16°
4°30'
9°30'
2220.3'
643.1'
15°
263.1'
8°
375'
6°
249.3'
1°46'
377.3'
3°
4°
319.3'
347.5'
8°
9°25
330.0'
3°
958.8'
383.3'
8°
8°50'
410.9'
10°
170'
MALTA
270.95
Ark. Val. Jct.
273.12
EILERS
273.33
Oro. Jct.
274.30
Ⓟ X McWethy Dr.
Ⓟ X 6th St.
274.54
274.76
90
85
1936
'28
274.80

LEADVILLE BRANCH


275
276
3°
3°
103'
199'
510'
125'
342.1'
6°30'
4°
6°34'
LEADVILLE
275.90
Ⓟ X James St.
Ⓟ X Harrison Ave.
Ⓟ X 12th St.
Ⓟ FL Poplar St. US24 SH4
275.08
275.59
275.69
275.73
C&S
85
1928
276.02

Built N.G. in 1880. 3 Rail
Eilers to Leadville in 1888.
3 Rail Malta to Eilers in 1890.
S.G. Malta to Eilers in 1925.
3rd Rail between M.P. 273.00
and 276.02 removed in 1940.

10

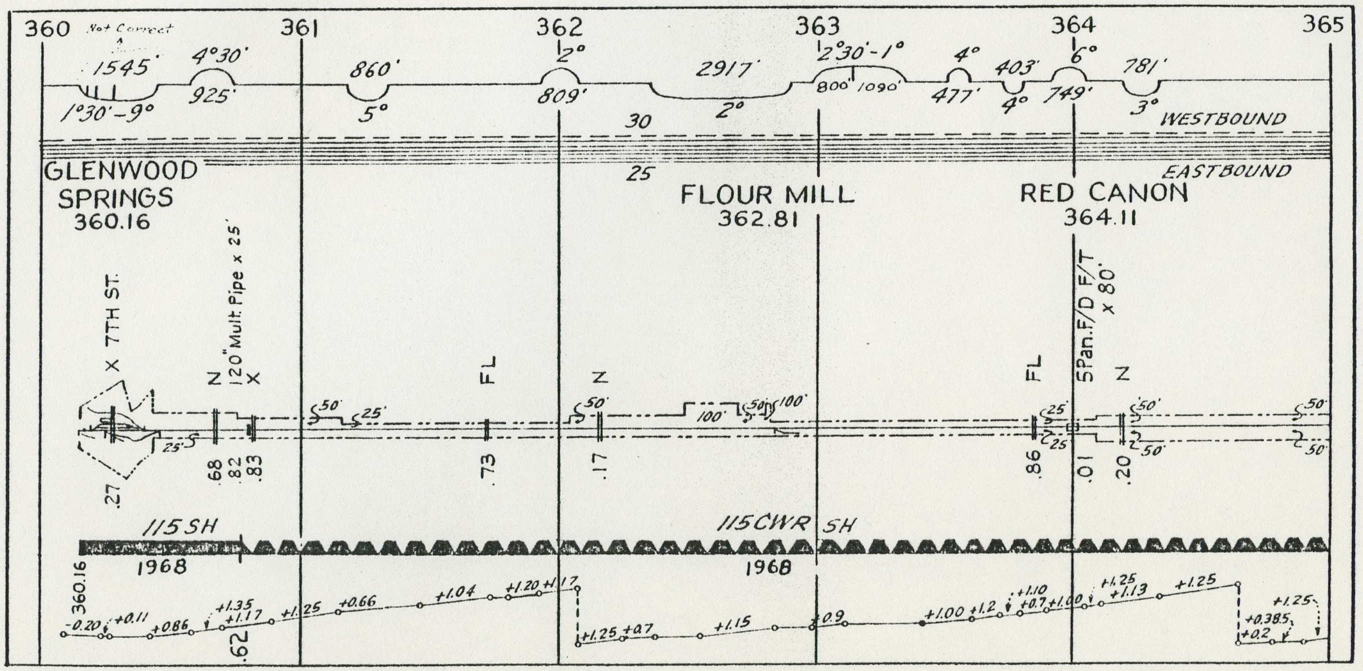
D. & R. G. W. R. R. Co.

GRADE AND ALIGNMENT

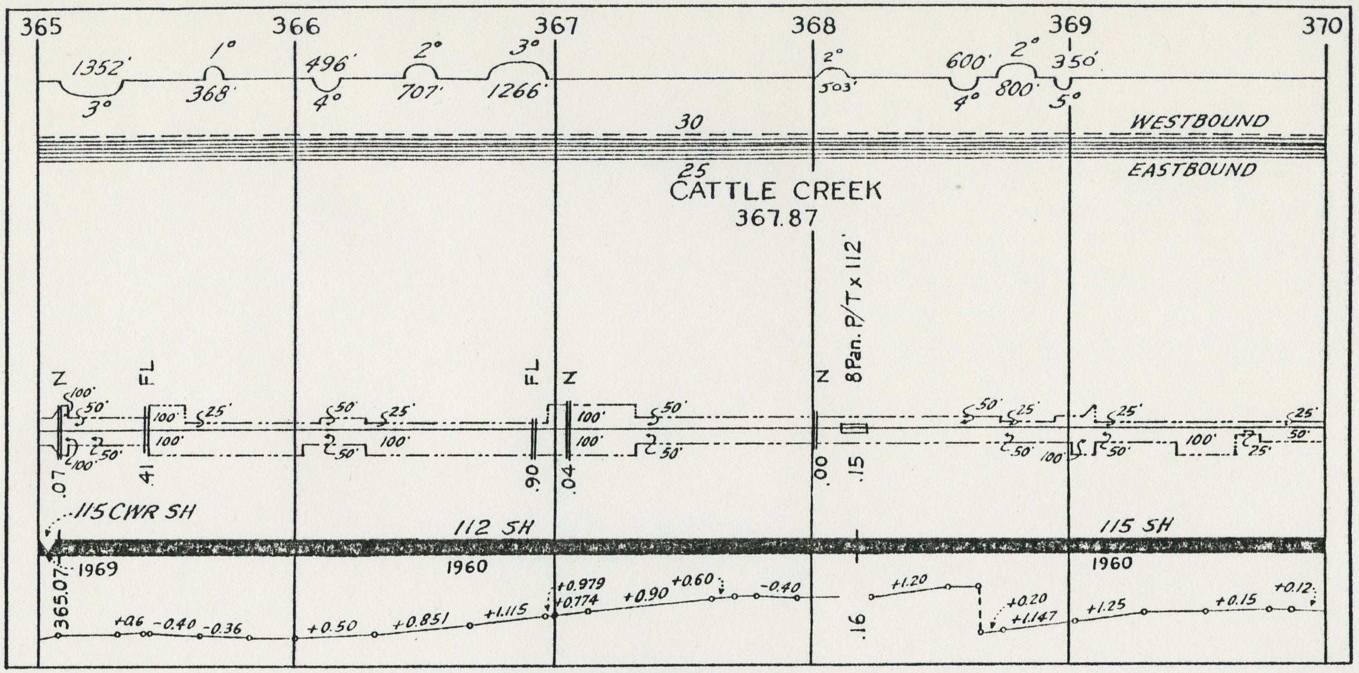
ASPEN BRANCH

M.P. 360.16 to M.P. 393.68

ASPEN BRANCH

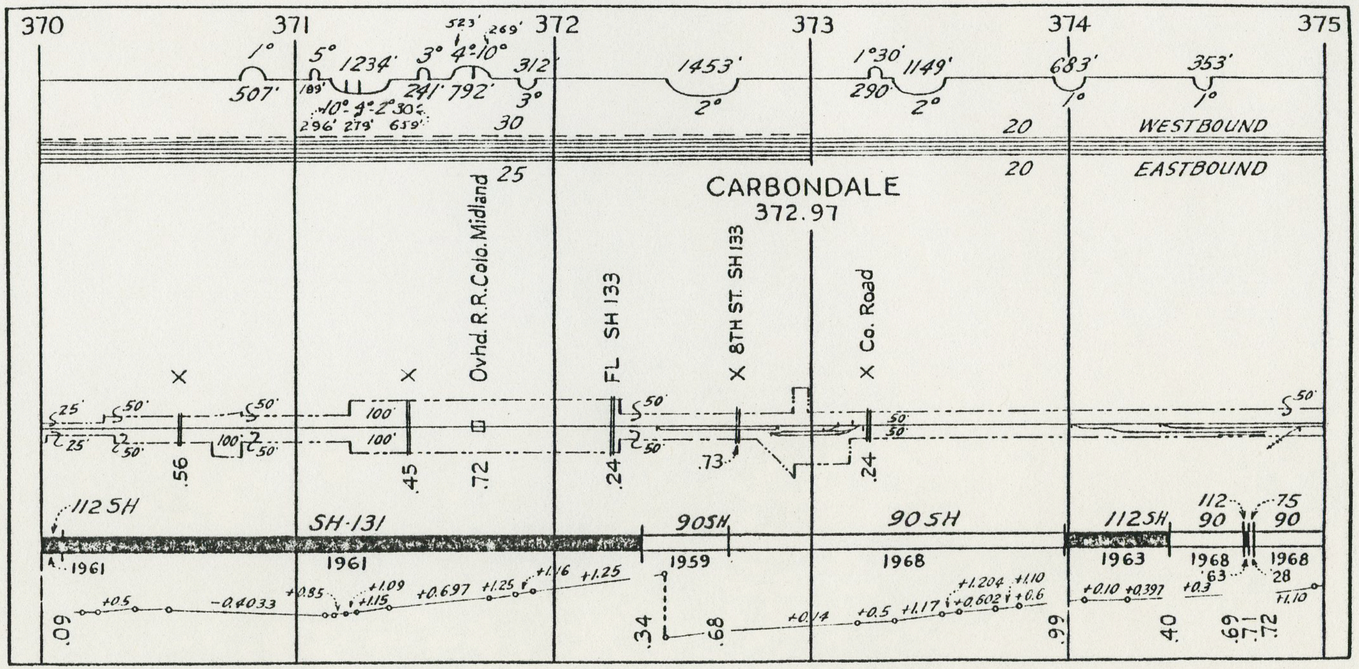

360
361
362
363
364
365
Not Correct
1545'
1°30'-9°
4°30'
925'
860'
5°
2°
809'
2917'
2°
30
25
2°30'-1°
800'
1090'
4°
477'
403'
4°
6°
749'
781'
3°
WESTBOUND
EASTBOUND
GLENWOOD SPRINGS 360.16
FLOUR MILL 362.81
RED CANON 364.11
X 7TH ST.
N
120" Mult. Pipe x 25'
X
FL
N
FL
5Pan. F/D F/T x 80'
N
50'
25'
25'
50'
100'
50'
100'
25'
25'
50'
50'
50'
50'
.27
.68
.82
.83
.73
.17
.86
.01
.20
115 SH
1968
115CWR SH
1968
360.16
-0.20
+0.11
+0.86
+1.35
+1.17
.62
+1.25
+0.66
+1.04
+1.20
+1.17
+1.25
+0.7
+1.15
+0.9
+1.00
+1.2
+1.10
+0.7
+1.00
+1.25
+1.13
+1.25
+1.25
+0.385
+0.2

ASPEN BRANCH

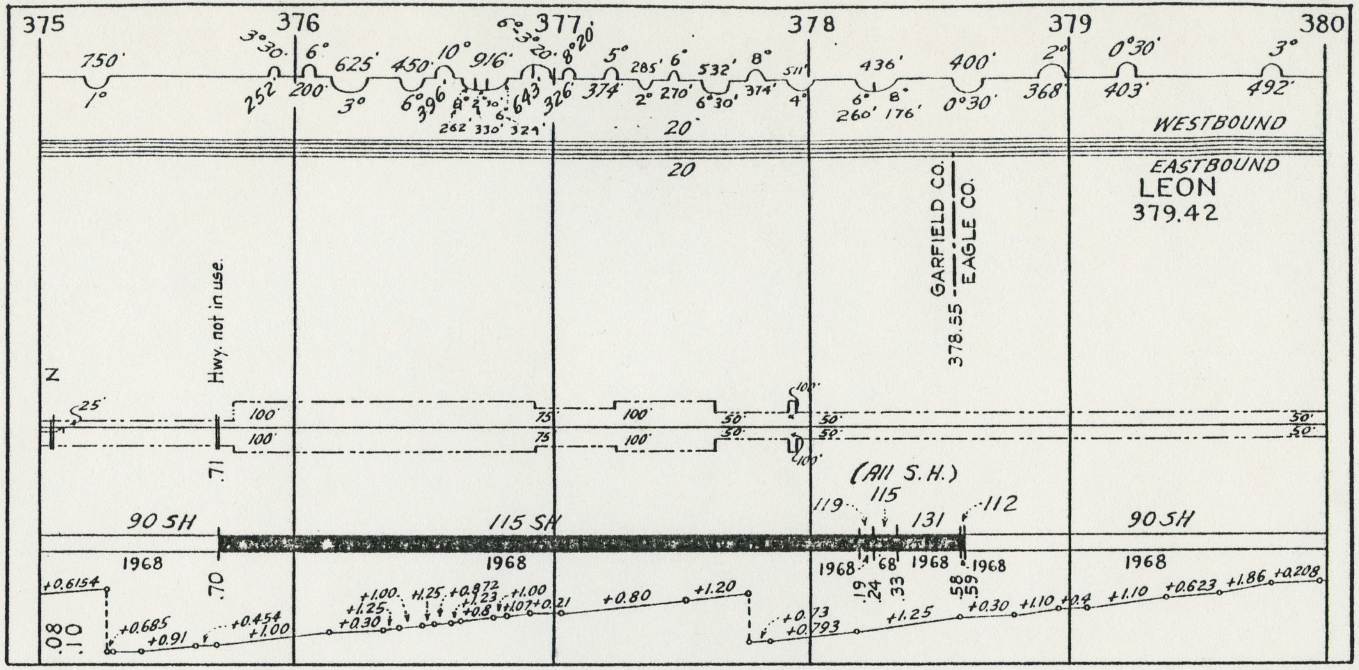

365
366
367
368
369
370
1352'
3°
1°
368'
496'
4°
2°
707'
3°
1266'
2°
503'
600'
4°
2°
800'
350'
5°
30
WESTBOUND
25
EASTBOUND
CATTLE CREEK
367.87
8Pan. P/T x 112'
Z
FL
FL
Z
Z
.07
.41
.90
.04
.00
.15
115 CWR SH
112 SH
115 SH
1969
1960
1960
365.07
+0.6
-0.40
-0.36
+0.50
+0.851
+1.115
+0.979
+0.774
+0.90
+0.60
-0.40
.16
+1.20
+0.20
+1.147
+1.25
+0.15
+0.12

6-3

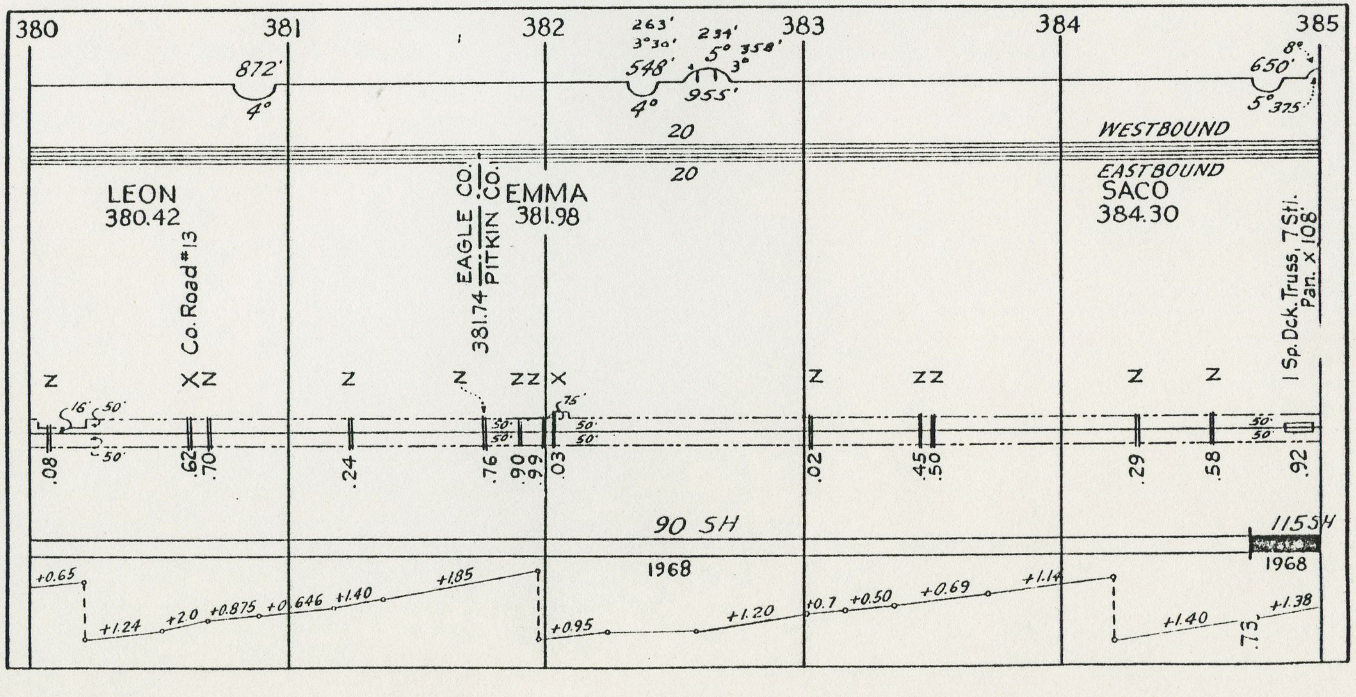
ASPEN BRANCH


370
371
372
373
374
375
1°
507'
5°
189'
1234'
10°
4°
2°30'
296'
279'
659'
3°
241'
523'
4°
10°
269'
792'
312'
3°
1453'
2°
1°30'
290'
1149'
2°
683'
1°
353'
1°
30
20
WESTBOUND
25
20
EASTBOUND
CARBONDALE
372.97
Ovhd. R.R. Colo. Midland
FL SH 133
X 8TH ST. SH 133
X Co. Road
X
X
.56
.45
.72
.24
.73
.24
112 SH
SH-131
90 SH
90 SH
112 SH
112
90
75
90
1961
1961
1959
1968
1963
1968
63
1968
28
.09
+0.5
-0.4033
+0.85
+1.09
+1.15
+0.697
+1.25
+1.16
+1.25
.34
.68
+0.14
+0.5
+1.17
+1.204
+0.602
+1.10
+0.6
.99
+0.10
+0.397
+0.3
.40
.69
.71
.72
+1.10

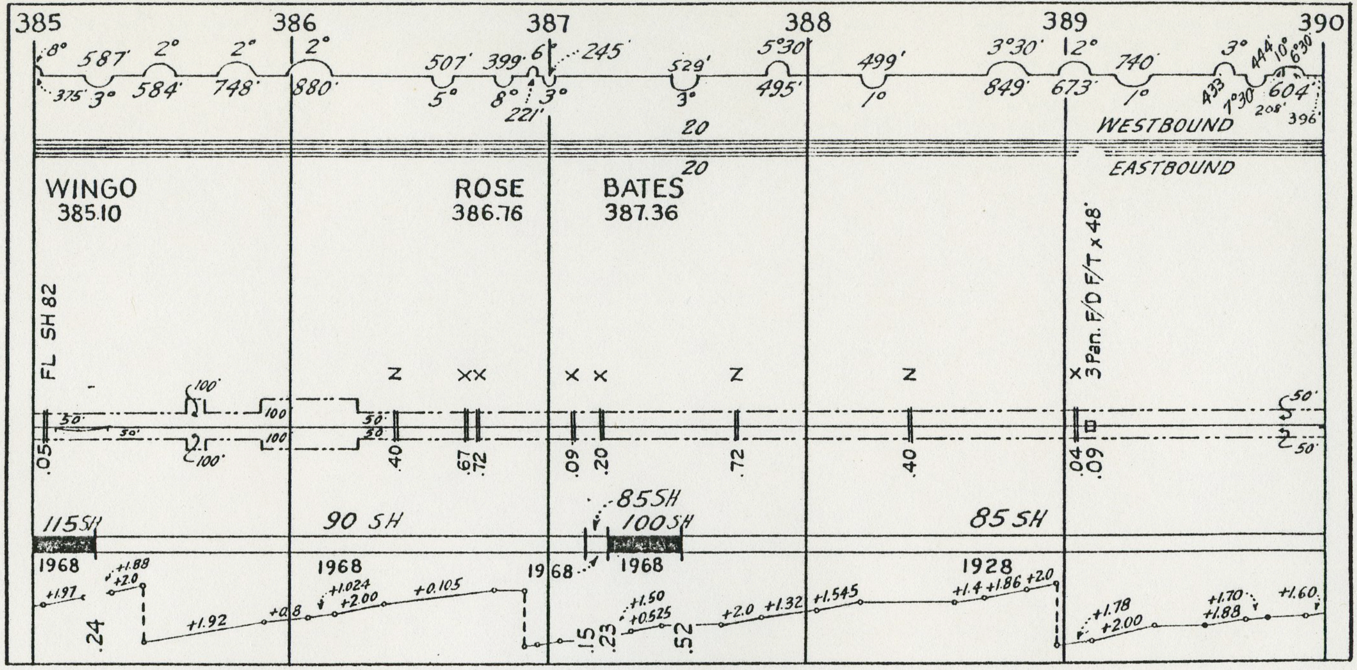
ASPEN BRANCH


375
376
377
378
379
380
750'
1°
3°30'
252'
6°
200'
625'
3°
450'
6°
396'
10°
916'
6°3°20'
8°20'
643'
326'
5°
374'
285'
2°
6°
270'
532'
6°30'
8°
374'
511'
4°
436'
6°
260'
8°
176'
400'
0°30'
2°
368'
0°30'
403'
3°
492'
262'
330'
324'
20
WESTBOUND
EASTBOUND
LEON
379.42
GARFIELD CO.
EAGLE CO.
378.55
Hwy. not in use.
Z
25'
.71
100'
75
50'
(All S.H.)
119
115
131
112
90 SH
115 SH
90 SH
1968
.70
.19
.24
.68
.33
.58
.59
+0.6154
.08
.10
+0.685
+0.91
+0.454
+1.00
+0.30
+1.25
+1.00
+1.25
+0.872
+1.23
+0.8
+1.00
+1.07
+0.21
+0.80
+1.20
+0.73
+0.793
+1.25
+0.30
+1.10
+0.4
+1.10
+0.623
+1.86
+0.208

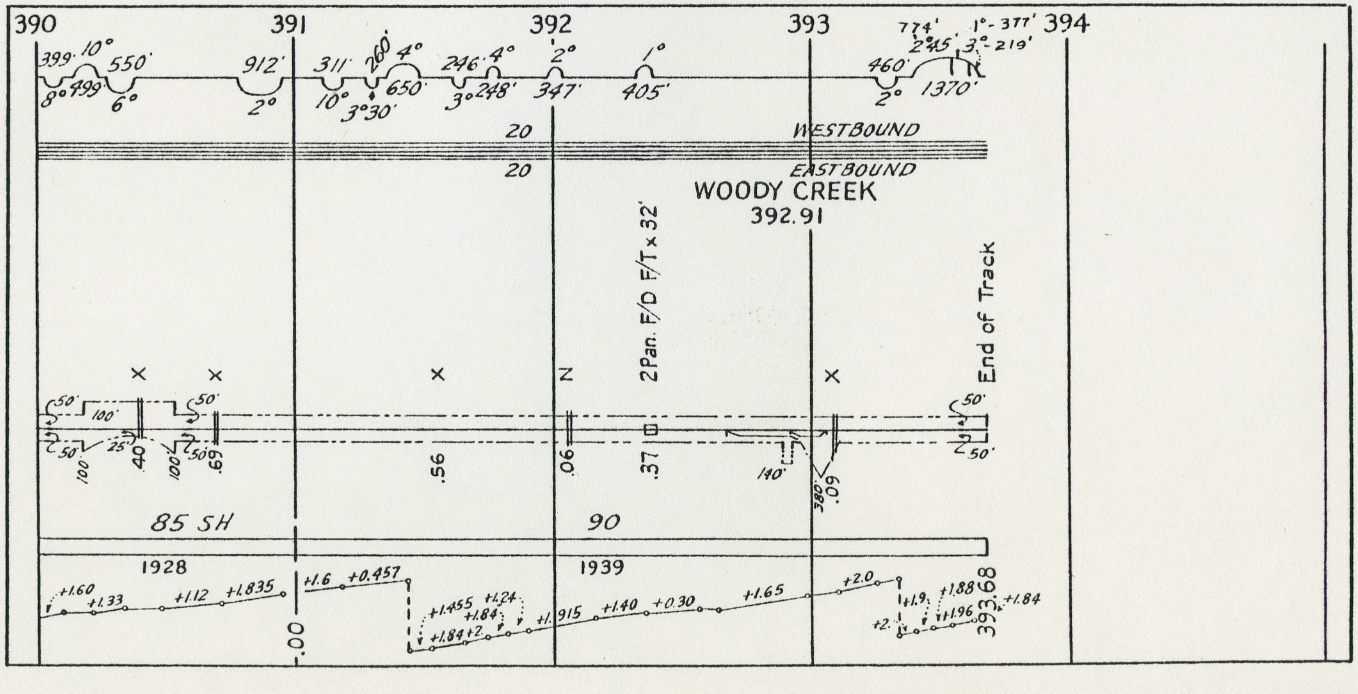
ASPEN BRANCH


380
381
382
383
384
385
872'
4°
263'
3°30'
548'
4°
234'
5°
358'
3°
955'
650'
8°
5°
375'
20
WESTBOUND
EASTBOUND
LEON
380.42
EAGLE CO.
PITKIN CO.
381.74
EMMA
381.98
SACO
384.30
Co. Road #13
1 Sp. Dck. Truss, 7 Stl. Pan. x 108'
Z
XZ
Z
Z
ZZ
X
Z
ZZ
Z
Z
16'
50'
75'
.08
.62
.70
.24
.76
.90
.99
.03
.02
.45
.50
.29
.58
.92
90 SH
115 SH
1968
1968
+0.65
+1.24
+2.0
+0.875
+0.646
+1.40
+1.85
+0.95
+1.20
+0.7
+0.50
+0.69
+1.14
+1.40
+1.38
.73

ASPEN BRANCH


385
386
387
388
389
390
WESTBOUND
EASTBOUND
WINGO
385.10
ROSE
386.76
BATES
387.36
FL SH 82
3 Pan. F/D F/T x 48'
115 SH
90 SH
85 SH
100 SH
85 SH
1968
1968
1968
1968
1928

ASPEN BRANCH


390
391
392
393
394
WESTBOUND
EASTBOUND
WOODY CREEK
392.91
2 Pan. F/D F/T x 32'
End of Track
85 SH
90
1928
1939
393.68

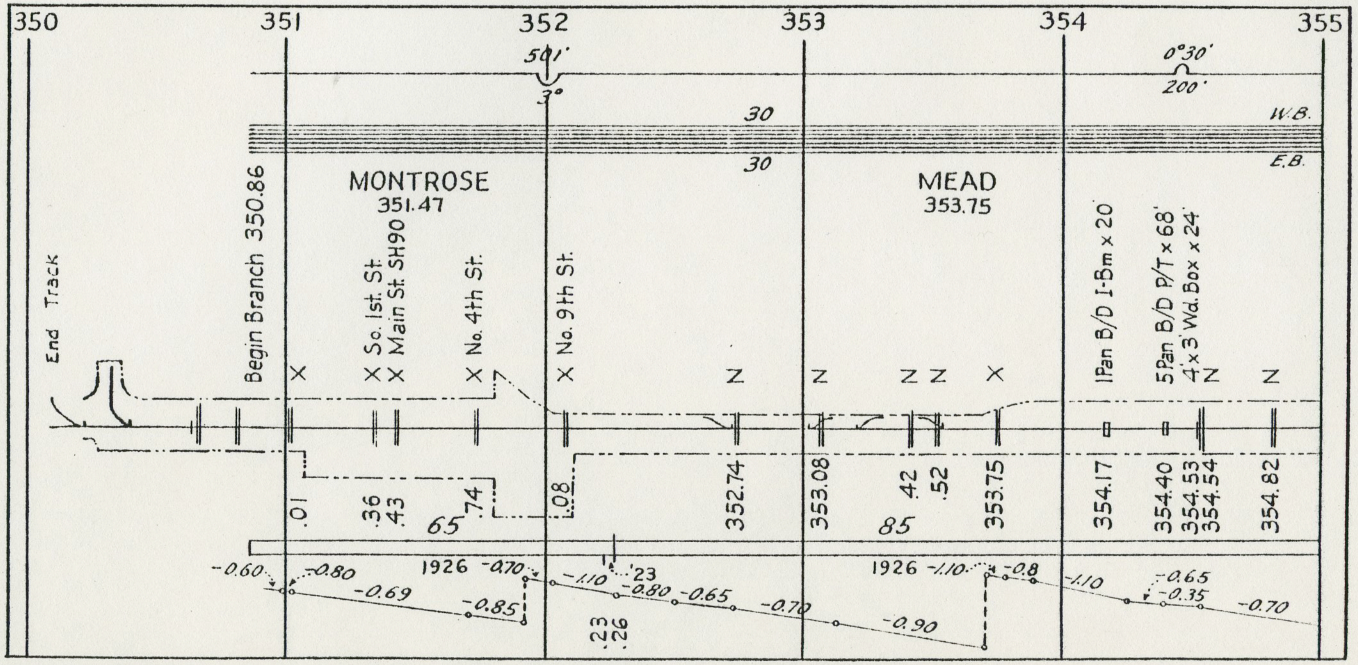
11

D. & R. G. W. R. R. Co.

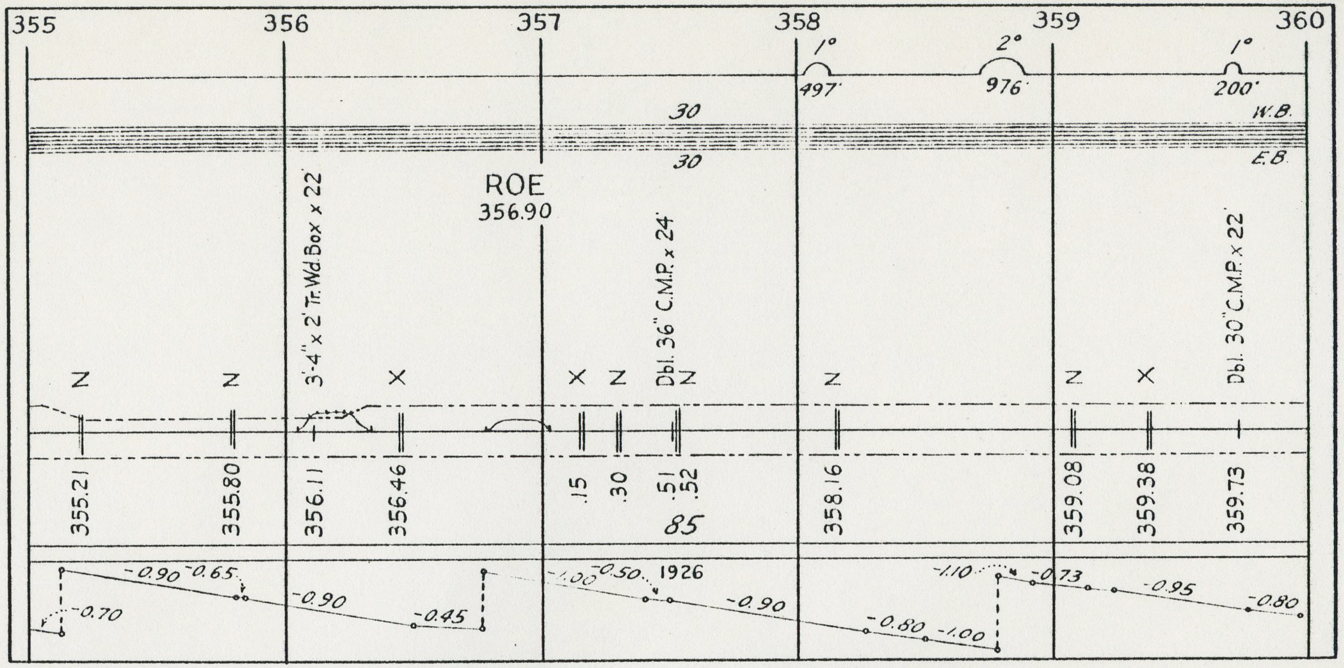
GRADE AND ALIGNMENT

MONTROSE BRANCH

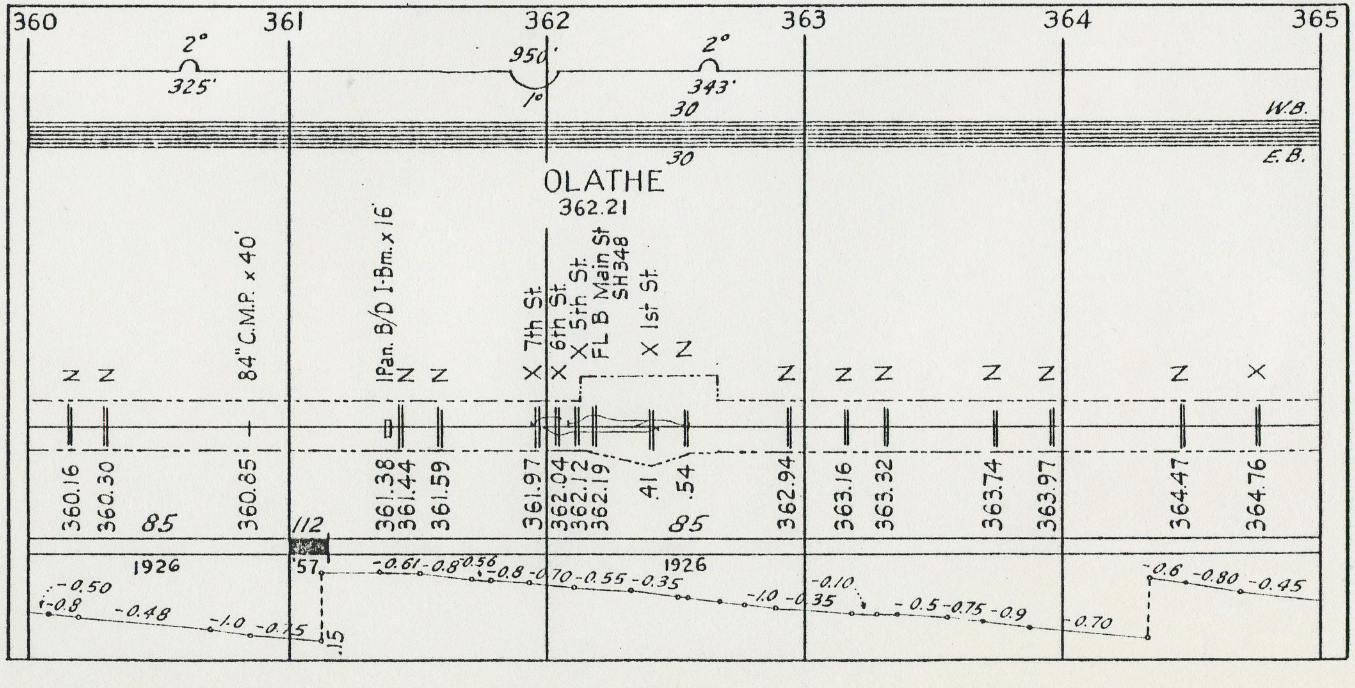
M.P. 350.86 to M.P. 423.97


350
351
352
353
354
355
501'
3°
0°30'
200'
30
30
W.B.
E.B.
MONTROSE
351.47
MEAD
353.75
End Track
Begin Branch 350.86
X So. 1st. St.
X Main St. SH90
X No. 4th St.
X No. 9th St.
1Pan B/D I-Bm x 20'
5Pan B/D P/T x 68'
4x3' Wd. Box x 24'
X
Z
Z
Z Z
X
N
Z
.01
.36
.43
.74
.08
352.74
353.08
.42
.52
353.75
354.17
354.40
354.53
354.54
354.82
65
85
-0.60
-0.80
-0.69
-0.85
1926 -0.70
-1.10
'23
-0.80
-0.65
-0.70
-0.90
.23
.26
1926 -1.10
-0.8
-1.10
-0.65
-0.35
-0.70

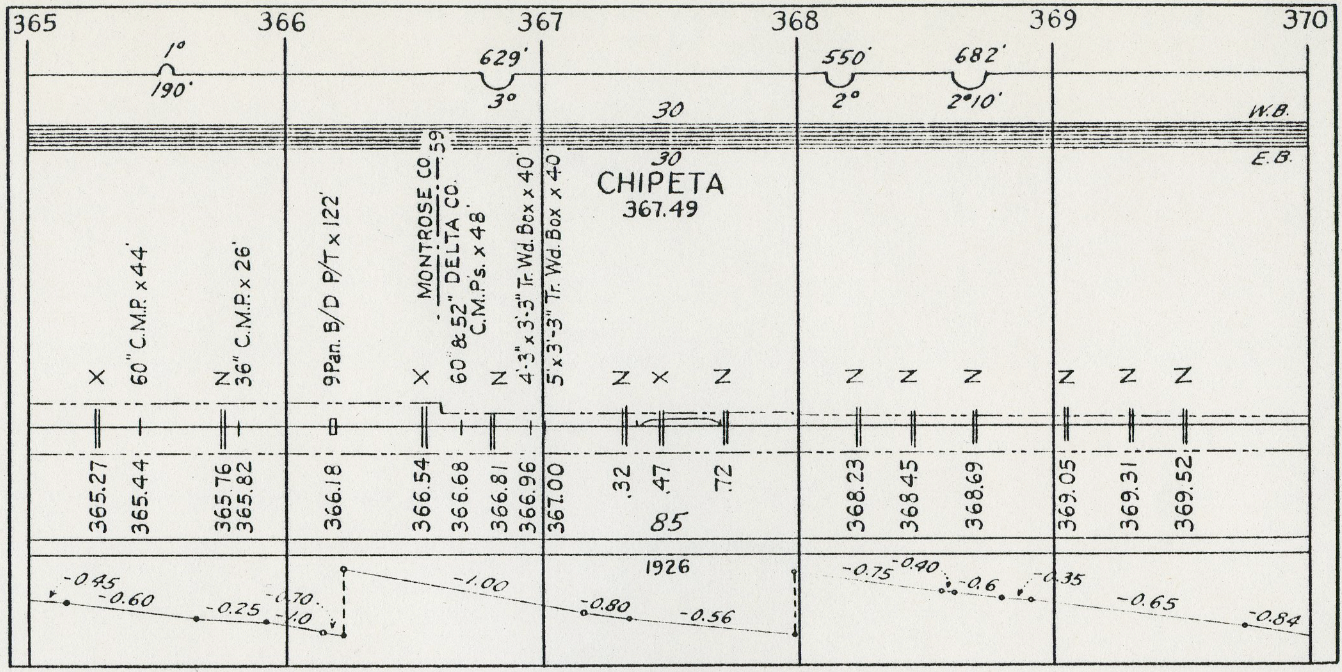
MONTROSE BRANCH


355
356
357
358
359
360
1°
497'
2°
976'
1°
200'
30
W.B.
30
E.B.
ROE
356.90
3'-4" x 2' Tr. Wd. Box x 22
Dbl. 36" C.M.P. x 24
Dbl. 30" C.M.P. x 22
Z
Z
X
X
Z
Z
Z
Z
X
355.21
355.80
356.11
356.46
.15
.30
.51
.52
358.16
359.08
359.38
359.73
85
-0.70
-0.90
-0.65
-0.90
-0.45
-1.00
-0.50
1926
-0.90
-0.80
-1.00
-1.10
-0.73
-0.95
-0.80

MONTROSE BRANCH

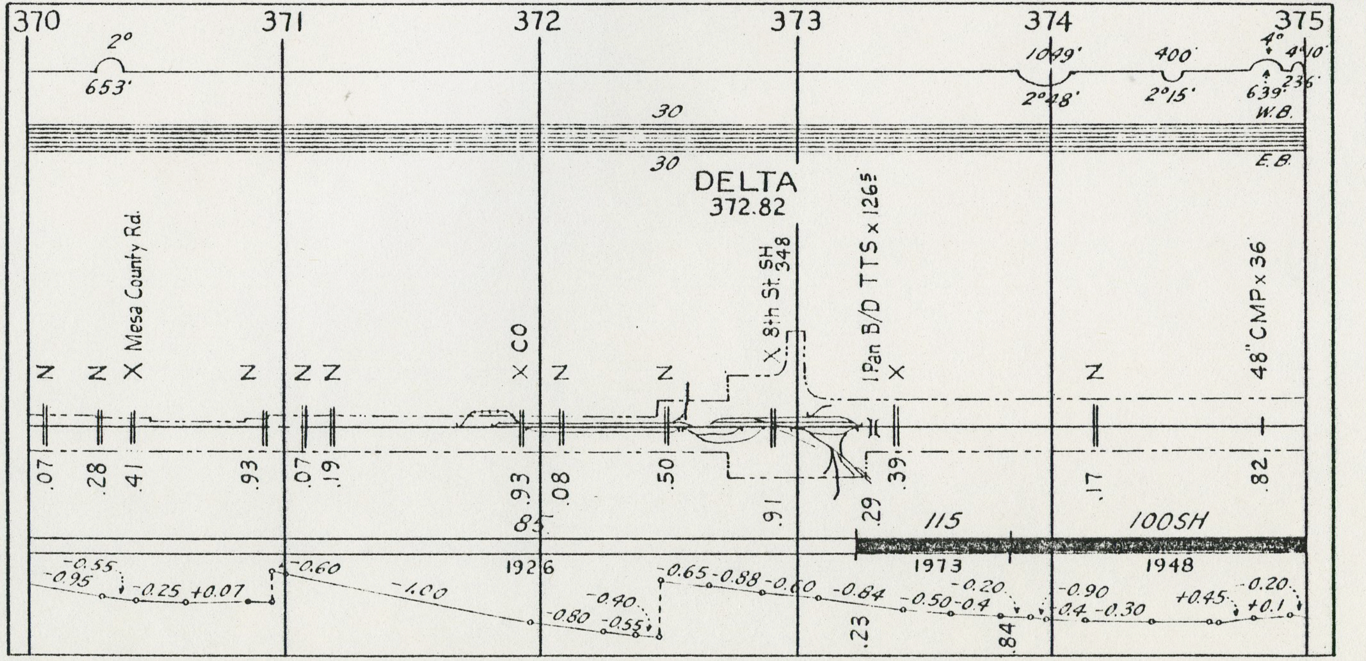

360
361
362
363
364
365
2°
325'
950'
1°
2°
343'
30
W.B.
30
E.B.
OLATHE
362.21
84" C.M.P. x 40'
1Pan. B/D I-Bm. x 16'
7th St.
6th St.
5th St.
FL B Main St
SH348
1st St.
Z
Z
Z
Z
X
X
X
X
Z
Z
Z
Z
Z
Z
Z
X
360.16
360.30
85
360.85
112
361.38
361.44
361.59
361.97
362.04
362.12
362.19
.41
.54
85
362.94
363.16
363.32
363.74
363.97
364.47
364.76
1926
-0.50
-0.8
-0.48
-1.0
-0.75
.57
.15
-0.61
-0.8
-0.56
-0.8
-0.70
-0.55
-0.35
1926
-1.0
-0.35
-0.10
-0.5
-0.75
-0.9
-0.70
-0.6
-0.80
-0.45

MONTROSE BRANCH

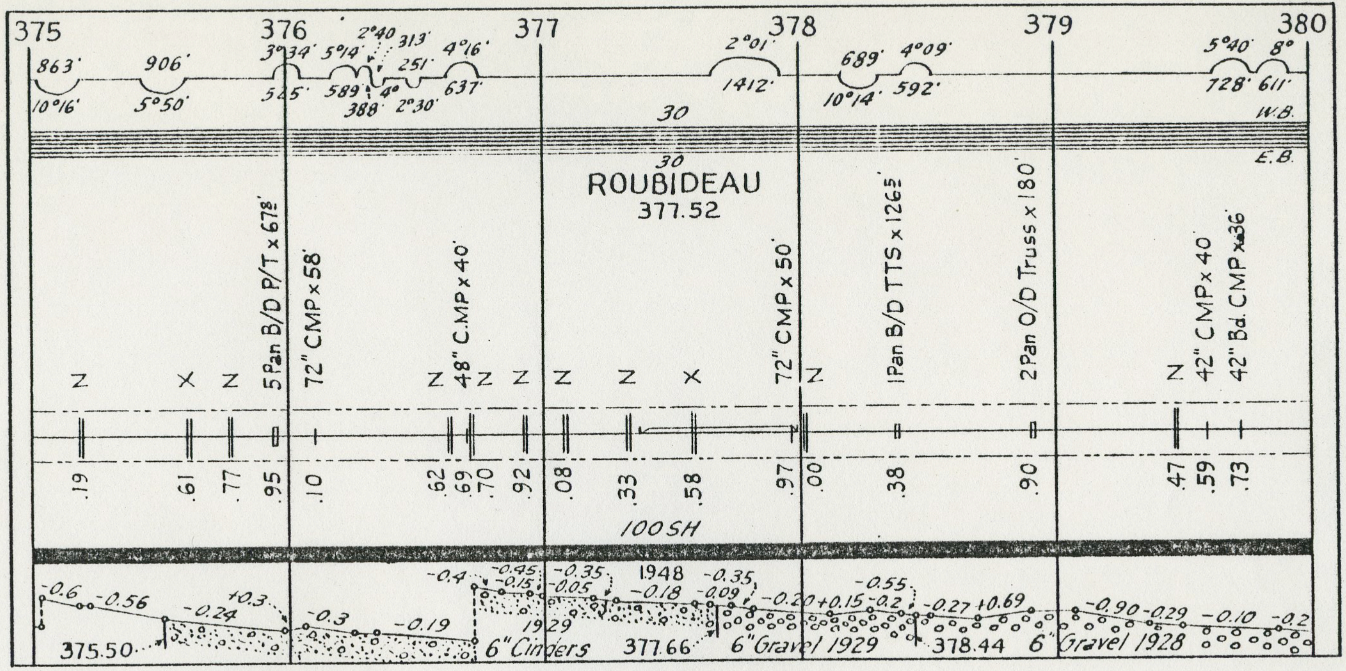

365
366
367
368
369
370
1°
190'
629'
3°
550'
2°
682'
2°10'
30
30
W.B.
E.B.
CHIPETA
367.49
X 60" C.M.P. x 44'
N 36" C.M.P. x 26'
9 Pan. B/D P/T x 122'
X MONTROSE CO. / DELTA CO. 59
60" & 52" C.M.Ps. x 48'
N 4'3" x 3'-3" Tr. Wd. Box x 40'
5' x 3'-3" Tr. Wd. Box x 40'
Z X Z
Z Z Z
Z Z Z
365.27
365.44
365.76
365.82
366.18
366.54
366.68
366.81
366.96
367.00
.32
.47
.72
368.23
368.45
368.69
369.05
369.31
369.52
85
1926
-0.45
-0.60
-0.25
-0.70
-1.0
-1.00
-0.80
-0.56
-0.75
-0.40
-0.6
-0.35
-0.65
-0.84

40-5

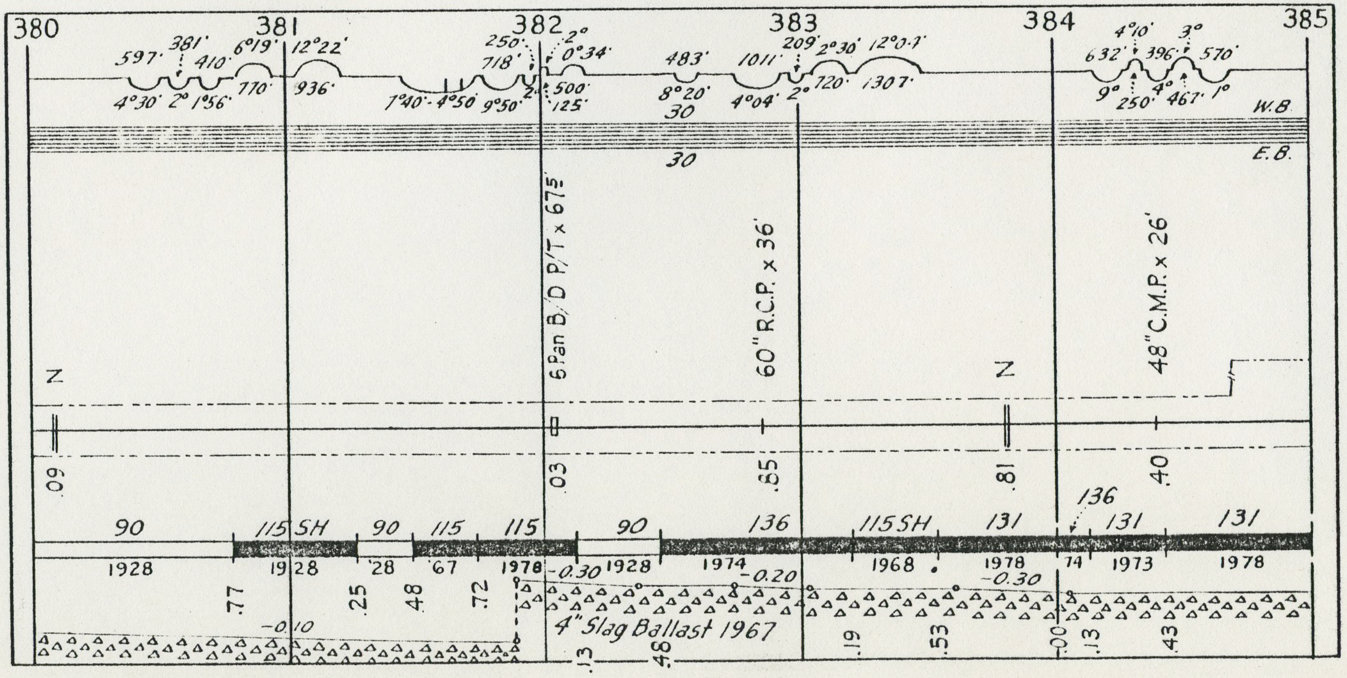
MONTROSE BRANCH


370
371
372
373
374
375
2°
653'
1049'
2°48'
400'
2°15'
4°
639'
4°10'
236'
30
30
W.B.
E.B.
DELTA
372.82
N N X Mesa County Rd.
N Z Z
X CO
N
N
X 8th St. SH 348
1 Pan B/D TTS x 126.5'
X
N
48" CMP x 36'
.07
.28
.41
.93
.07
.19
.93
.08
.50
.91
.29
.39
.17
.82
85
115
100SH
1926
1973
1948
-0.55
-0.95
-0.25
+0.07
-0.60
-1.00
-0.40
-0.80
-0.55
-0.65
-0.88
-0.60
-0.84
-0.50
-0.4
-0.20
-0.90
-0.4
-0.30
+0.45
-0.20
+0.1
.23
.84

MONTROSE BRANCH

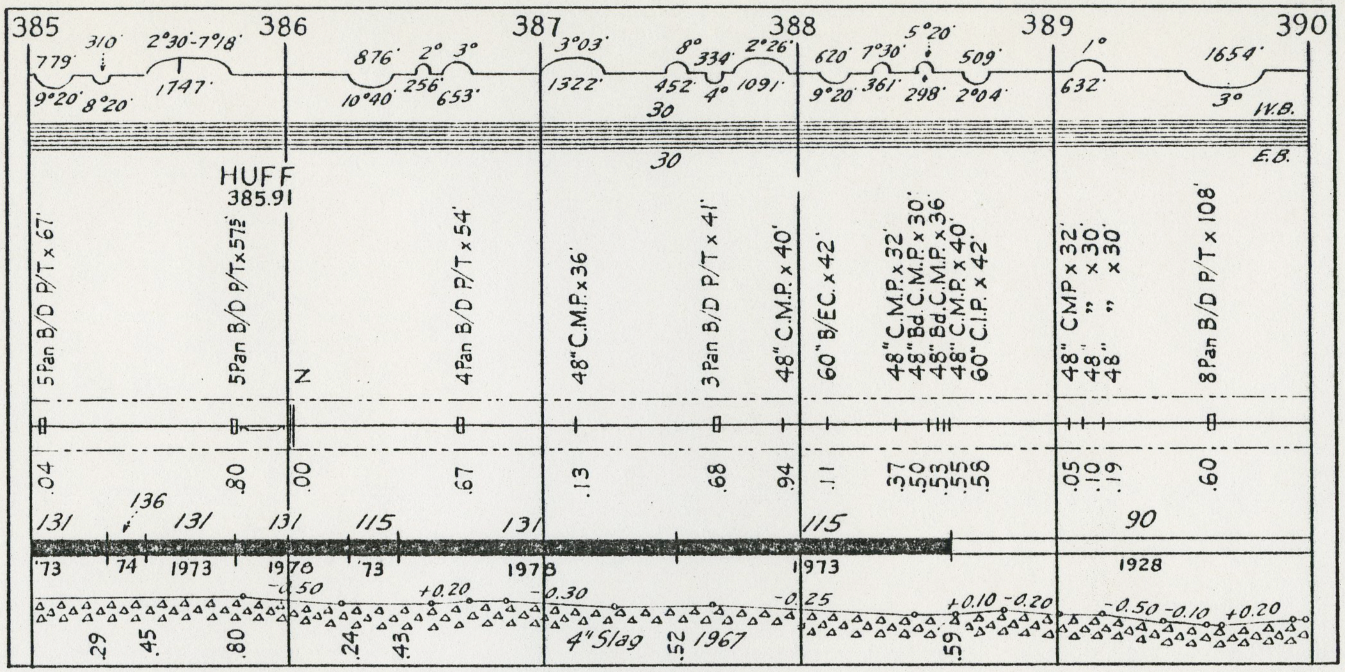

375
376
377
378
379
380
863'
10°16'
906'
5°50'
3°34'
545'
5°14'
589'
388'
2°40'
313'
251'
4°
2°30'
4°16'
637'
2°01'
1412'
689'
10°14'
4°09'
592'
5°40'
8°
728'
611'
W.B.
30
30
E.B.
ROUBIDEAU
377.52
5 Pan B/D P/T x 67'8
72" CMP x 58'
48" C.MP x 40'
72" CMP x 50'
1 Pan B/D TTS x 12'6
2 Pan O/D Truss x 180'
42" CMP x 40'
42" Bd. CMP x 36'
Z
X
Z
Z
Z
Z
Z
Z
Z
X
Z
Z
.19
.61
.77
.95
.10
.62
.69
.70
.92
.08
.33
.58
.97
.00
.38
.90
.47
.59
.73
100 SH
-0.6
-0.56
-0.24
+0.3
-0.3
-0.19
-0.4
-0.45
-0.15
-0.35
-0.05
1948
-0.35
-0.18
-0.09
-0.20
+0.15
-0.55
-0.2
-0.27
+0.69
-0.90
-0.29
-0.10
-0.2
1929
375.50
6" Cinders
377.66
6" Gravel 1929
378.44
6" Gravel 1928

MONTROSE BRANCH


380
381
382
383
384
385
597'
381'
410'
6°19'
4°30'
2°
1°56'
770'
12°22'
936'
250'
718'
2°
0°34'
500'
125'
1°40'
4°50'
9°50'
2°
483'
8°20'
1011'
209'
2°30'
12°0.7'
4°04'
2°
720'
1307'
4°10'
3°
632'
396'
570'
9°
250'
4°
467'
1°
W.B.
30
30
E.B.
6 Pan B/D P/T x 67'5
60" R.C.P. x 36'
48" C.M.P. x 26'
Z
Z
.09
.03
.85
.81
.40
90
115 SH
90
115
115
90
136
115 SH
131
136
131
131
1928
1928
'28
'67
1978
1928
1974
1968
1978
74
1973
1978
.77
.25
.48
.72
-0.10
-0.30
-0.20
-0.30
4" Slag Ballast 1967
.19
.53
.00
.13
.43
.13
.48

40-8

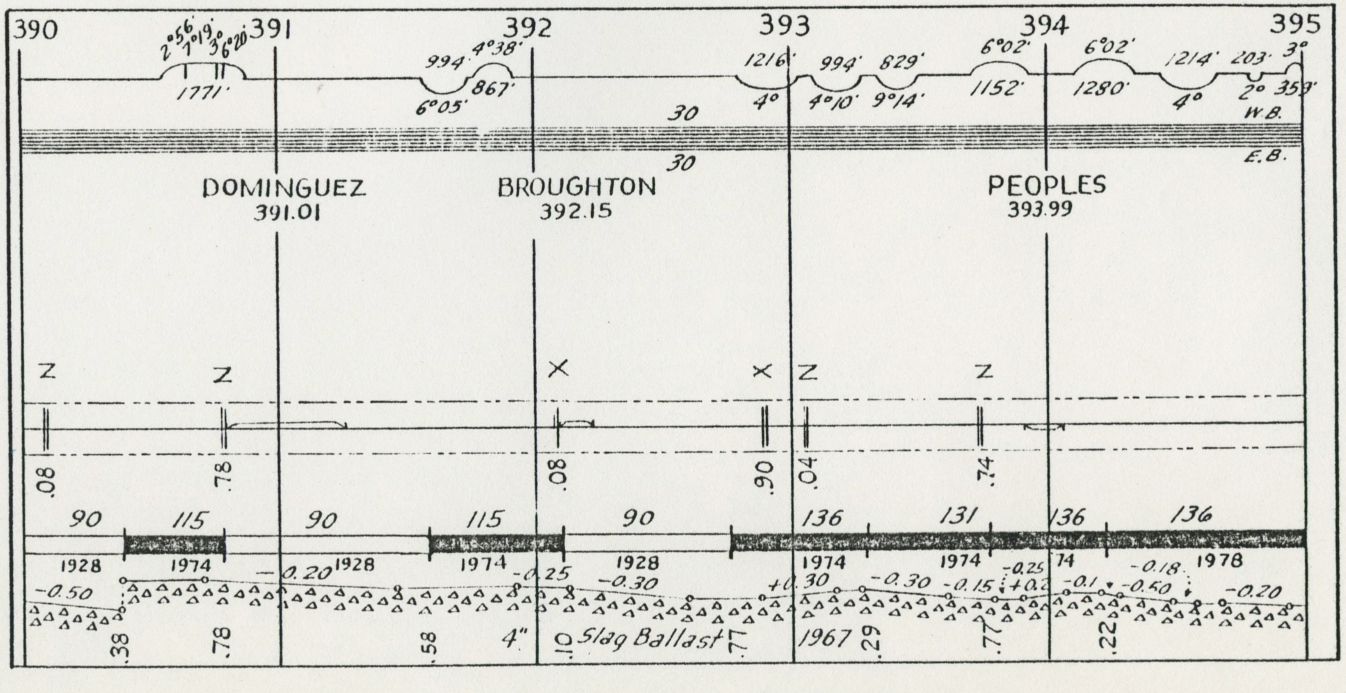
MONTROSE BRANCH



385
386
387
388
389
390
779'
9°20'
310'
8°20'
2°30'-7°18'
1747'
876'
10°40'
2°
256'
3°
653'
3°03'
1322'
8°
452'
334'
4°
2°26'
1091'
620'
9°20'
7°30'
361'
5°20'
298'
509'
2°04'
1°
632'
1654'
3°
W.B.
E.B.
30
30
30
HUFF
385.91
5 Pan B/D P/T x 67'
5Pan B/D P/T x 57.5'
N
4 Pan B/D P/T x 54'
48" C.M.P. x 36'
3 Pan B/D P/T x 41'
48" C.M.P. x 40'
60" B/EC. x 42'
48" C.M.P. x 32'
48" Bd. C.M.P. x 30'
48" Bd. C.M.P. x 36'
48" C.M.P. x 40'
60" C.I.P. x 42'
48" CMP x 32'
48" " x 30'
48" " x 30'
8 Pan B/D P/T x 108'
.04
.80
.00
.67
.13
.68
.94
.11
.37
.50
.53
.55
.58
.05
.10
.19
.60
131
136
131
131
115
131
115
90
'73
'74
1973
1978
'73
1978
1973
1928
-0.50
+0.20
-0.30
-0.25
+0.10
-0.20
-0.50
-0.10
+0.20
.29
.45
.80
.24
.43
4" Slag
.52
1967
.59

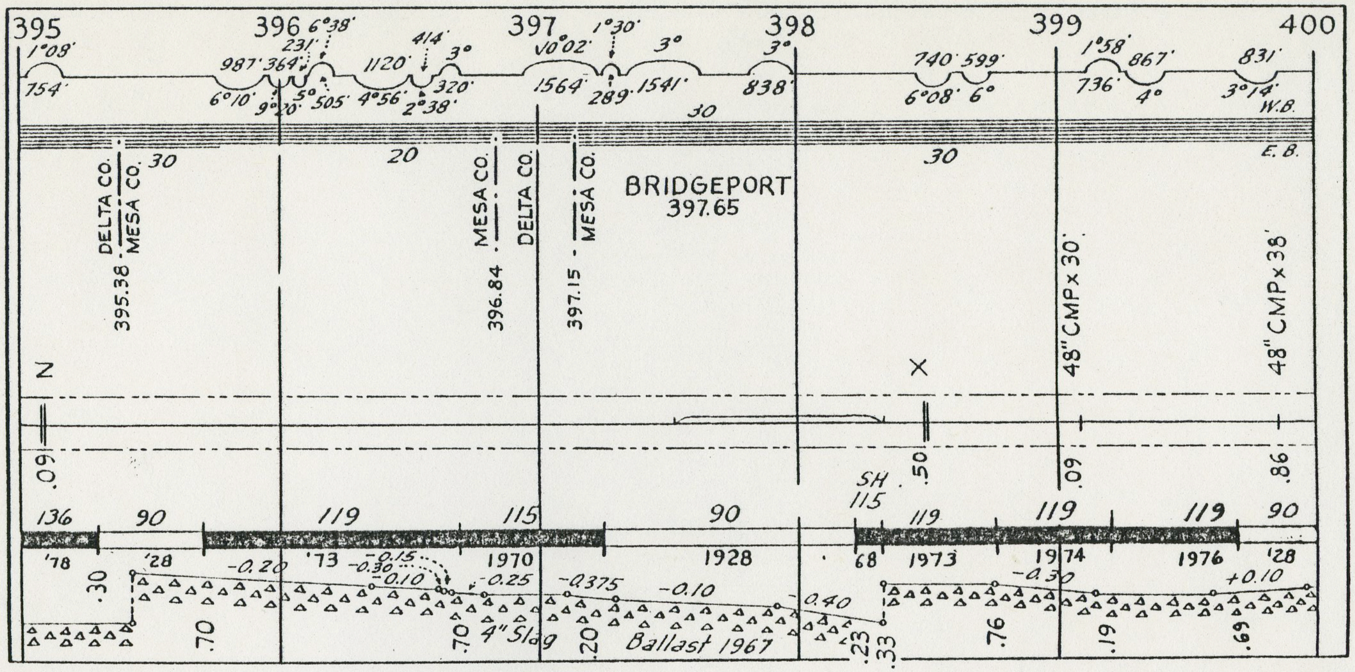
40-9

MONTROSE BRANCH

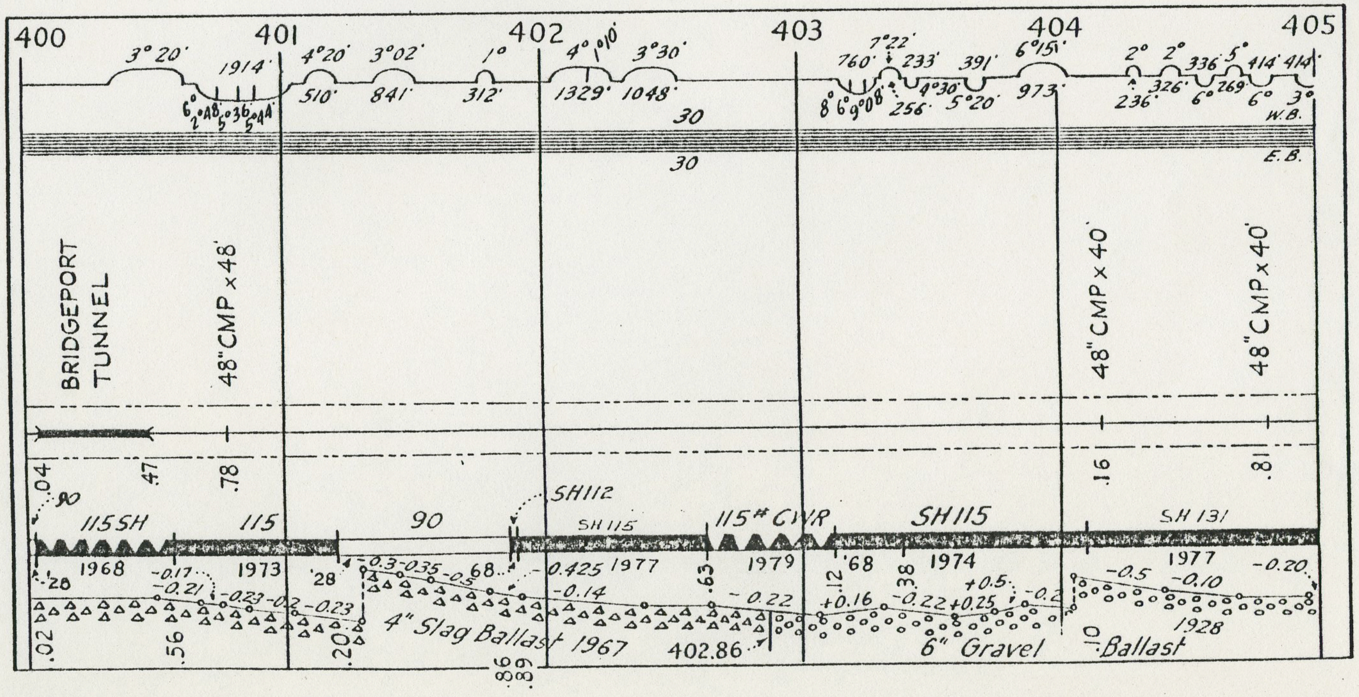


390
391
392
393
394
395
2°56'
7°19'
3°
6°20'
1771'
994'
6°05'
4°38'
867'
1216'
4°
994'
4°10'
829'
9°14'
6°02'
1152'
6°02'
1280'
1214'
4°
203'
2°
3°
359'
W.B.
E.B.
30
30
DOMINGUEZ
391.01
BROUGHTON
392.15
PEOPLES
393.99
Z
Z
X
X
Z
Z
.08
.78
.08
.90
.04
.74
90
115
90
115
90
136
131
136
136
1928
1974
1928
1974
1928
1974
1974
'74
1978
-0.50
-0.20
-0.25
-0.30
+0.30
-0.30
-0.15
-0.25
+0.2
-0.1
-0.50
-0.18
-0.20
.38
.78
.58
4"
.10
Slag Ballast
.77
1967
.29
.77
.22

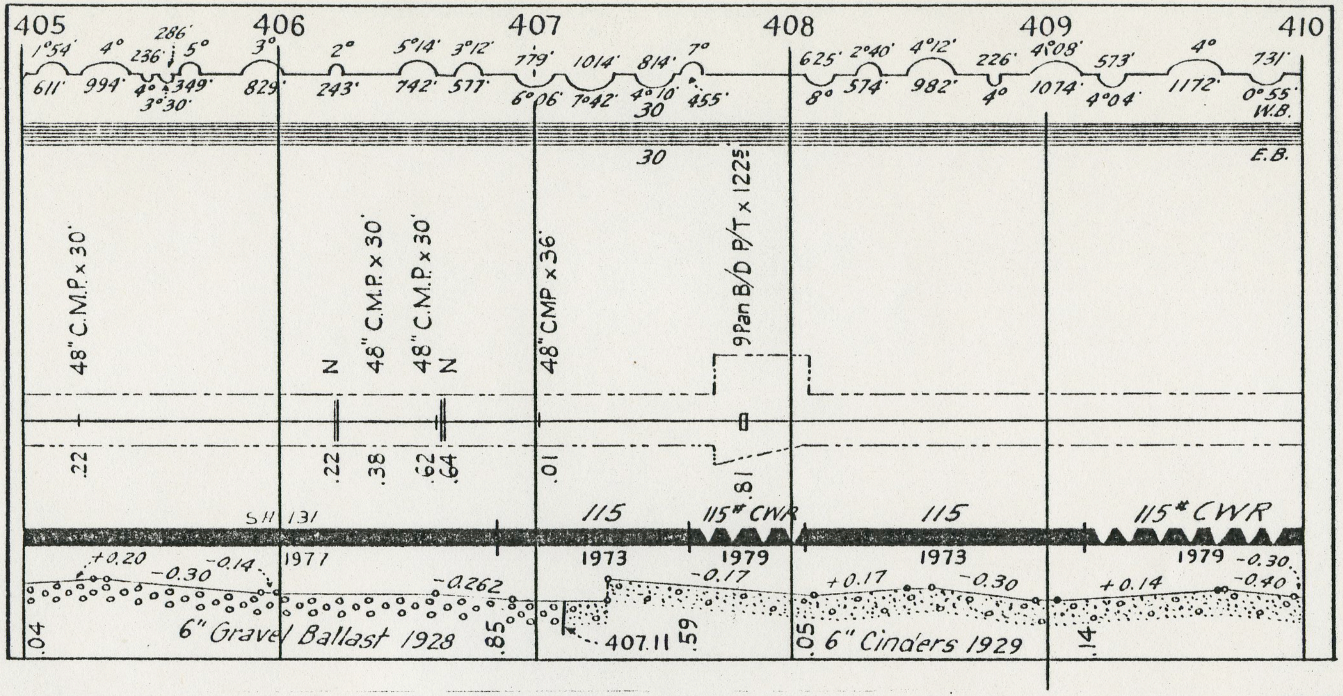
MONTROSE BRANCH


395
396
397
398
399
400
1°08'
754'
987'
364'
231'
6°38'
6°10'
9°20'
5°
505'
1120'
4°56'
414'
3°
320'
2°38'
V0°02'
1564'
1°30'
289'
3°
1541'
838'
740'
599'
6°08'
6°
1°58'
736'
867'
4°
831'
3°14'
W.B.
E.B.
30
20
30
30
395.38 DELTA CO. / MESA CO.
396.84 MESA CO. / DELTA CO.
397.15 - MESA CO.
BRIDGEPORT
397.65
48" CMP x 30'
48" CMP x 38'
N
X
.09
.50
.09
.86
136
90
119
115
90
SH 115
119
119
119
90
'78
'28
'73
1970
1928
'68
1973
1974
1976
'28
.30
-0.20
-0.30
-0.15
-0.10
-0.25
-0.375
-0.10
0.40
-0.30
+0.10
.70
.70
4" Slag
.20
Ballast 1967
.23
.33
.76
.19
.69

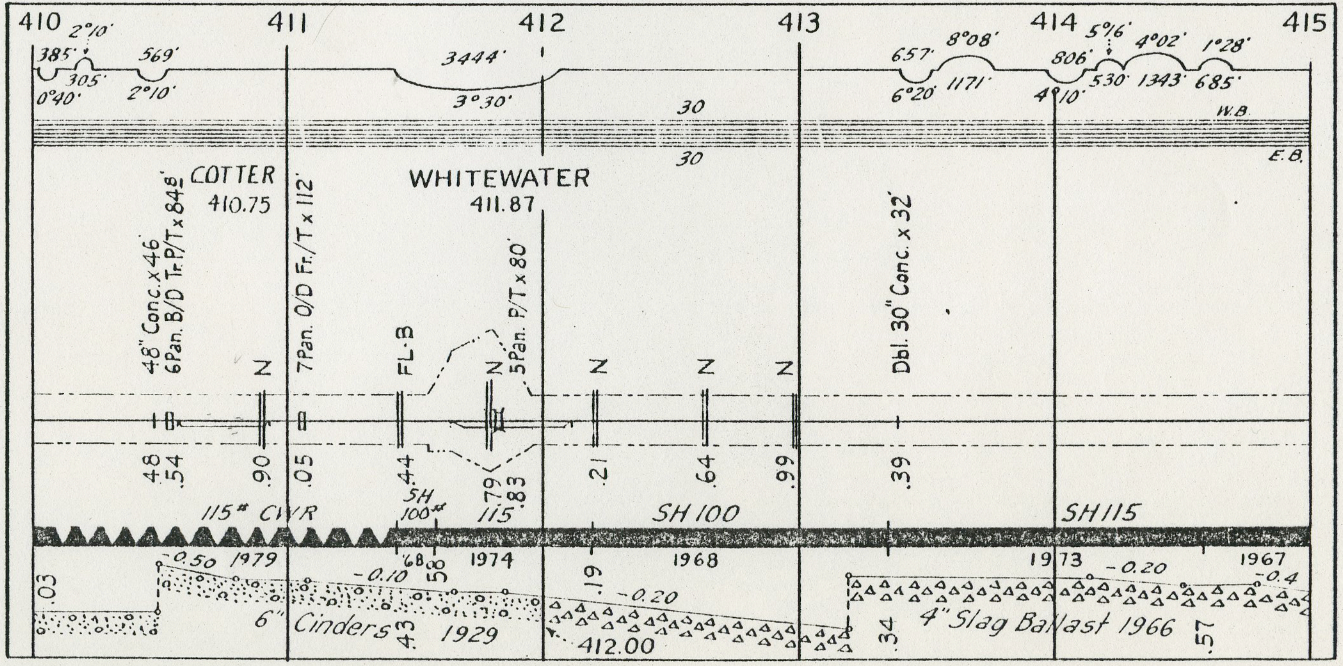
MONTROSE BRANCH


400
401
402
403
404
405
3°20'
1914'
6°
2°48'
5°36'
5°44'
4°20'
510'
3°02'
841'
1°
312'
4°
1°10'
1329'
3°30'
1048'
760'
7°22'
8°
6°
9°08'
233'
256'
4°30'
391'
5°20'
6°15'
973'
2°
236'
2°
326'
336'
6°
5°
269'
414'
6°
414'
3°
W.B.
30
30
E.B.
BRIDGEPORT TUNNEL
48" CMP x 48'
48" CMP x 40'
48" CMP x 40'
.04
.47
.78
.16
.81
90
115 SH
115
90
SH112
SH 115
115# CWR
SH115
SH 131
'28
1968
-0.17
-0.21
1973
'28
-0.3
-0.35
-0.5
.68
-0.23
-0.2
-0.23
0.425
1977
-0.14
.63
1979
- 0.22
.12
'68
+0.16
.38
1974
-0.22
+0.25
+0.5
-0.2
-0.5
1977
-0.10
-0.20
.02
.56
.20
4" Slag Ballast 1967
.86
.89
402.86
6" Gravel
.10
Ballast
1928

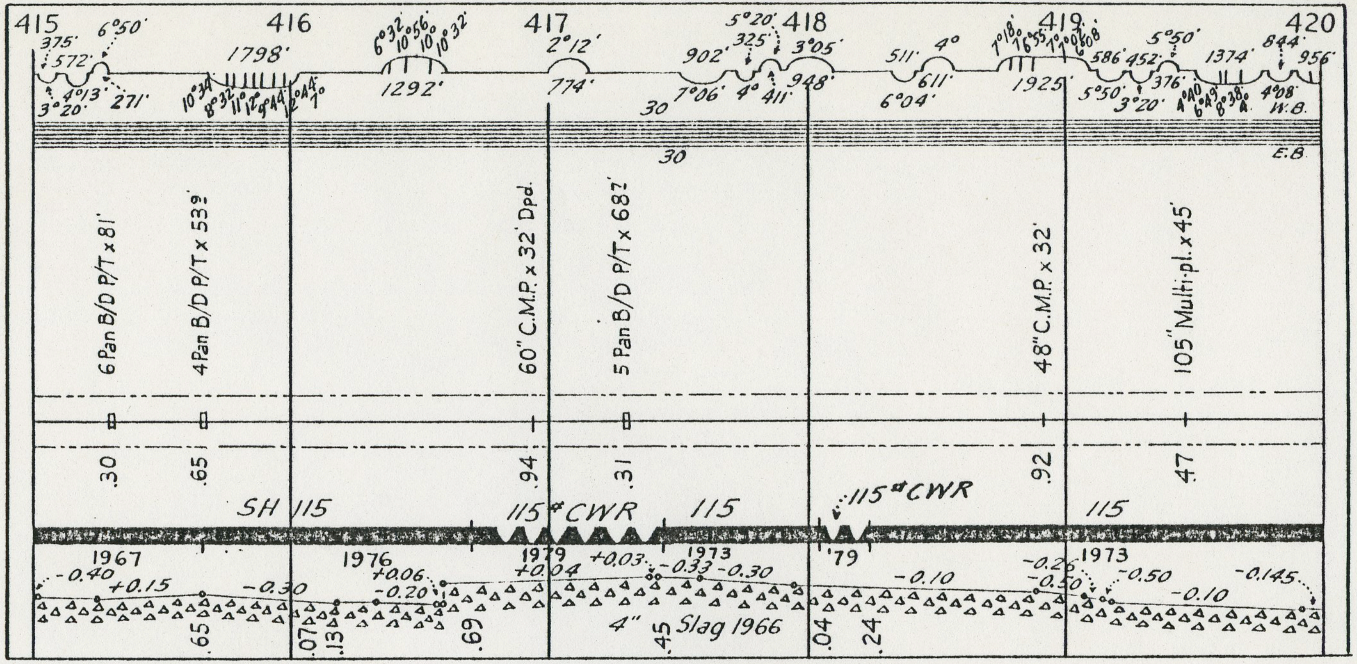
MONTROSE BRANCH


405
406
407
408
409
410
1°54' 611'
4° 994'
236' 4° 3°30'
286' 5° 349'
3° 829'
2° 243'
5°14' 742'
3°12' 577'
779' 6°06'
1014' 7°42'
814' 4°10' 30
7° 455'
625' 8°
2°40' 574'
4°12' 982'
226' 4°
4°08' 1074'
573' 4°04'
4° 1172'
731' 0°55'
W.B.
30
30
E.B.
48" C.M.P. x 30'
N
48" C.M.P. x 30'
48" C.M.P. x 30'
N
48" CMP x 36'
9 Pan B/D P/T x 122.5'
.22
.22
.38
.62
.64
.01
.81
SH 131
115
115# CWR
115
115# CWR
1977
1973
1979
1973
1979
+0.20
-0.30
-0.14
-0.262
-0.17
+0.17
-0.30
+0.14
-0.30
-0.40
.04
6" Gravel Ballast 1928
.85
407.11
.59
.05
6" Cinders 1929
.14

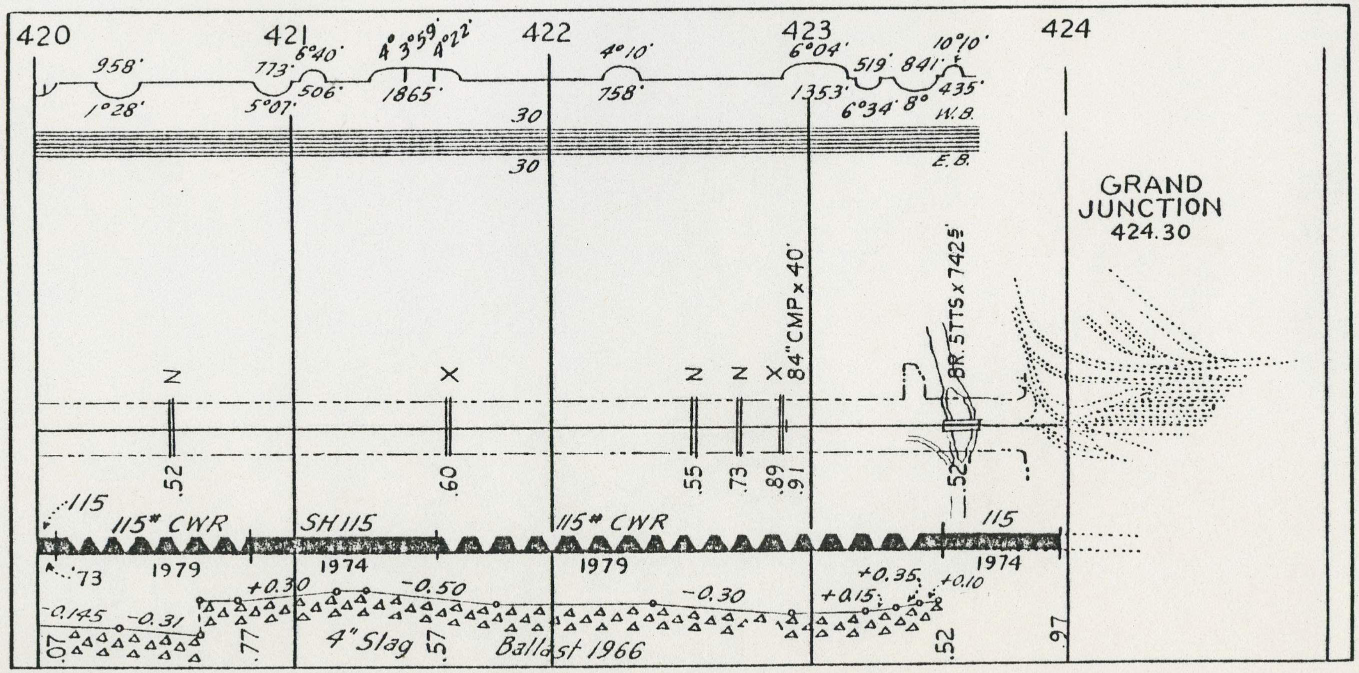
MONTROSE BRANCH


410
411
412
413
414
415
385' 0°40'
2°10' 305'
569' 2°10'
3444' 3°30'
657' 6°20'
8°08' 1171'
806' 4°10'
5°16' 530'
4°02' 1343'
1°28' 685'
30
30
W.B.
E.B.
COTTER
410.75
WHITEWATER
411.87
48" Conc. x 46'
6 Pan. B/D Tr. P/T x 84.8'
N
7 Pan. O/D Fr./T x 112'
FL-B
N
5 Pan. P/T x 80'
N
N
N
Dbl. 30" Conc. x 32'
.48
.54
.90
.05
.44
.79
.83
.21
.64
.99
.39
115# CWR
SH 100#
115
SH 100
SH115
-0.50
1979
.68
.58
1974
1968
1973
-0.20
1967
-0.4
-0.10
.19
-0.20
.03
6" Cinders 1929
.43
412.00
.34
4" Slag Ballast 1966
.57

MONTROSE BRANCH


415
416
417
418
419
420
375'
572'
6°50'
4°13'
3°20'
271'
1798'
10°34'
8°32'
11°
12°
9°44'
12°44'
7°
6°32'
10°56'
10°
10°32'
1292'
2°12'
774'
902'
325'
5°20'
3°05'
7°06'
4°
411'
948'
30
511'
4°
611'
6°04'
7°18'
16°55'
7°
6°08'
1925'
586'
452'
5°50'
5°50'
3°20'
376'
4°40'
6°49'
8°38'
4'
1374'
844'
4°08'
956'
W.B.
30
E.B
6 Pan B/D P/T x 81'
4 Pan B/D P/T x 53.9'
60" C.M.P. x 32' Dpd.
5 Pan B/D P/T x 68.7'
48" C.M.P. x 32'
105" Multi-pl. x 45'
.30
.65
.94
.31
.92
.47
SH 115
115# CWR
115
115# CWR
115
1967
1976
1979
1973
'79
1973
-0.40
+0.15
-0.30
+0.06
-0.20
+0.04
+0.03
-0.33
-0.30
-0.10
-0.26
-0.50
-0.50
-0.10
-0.145
.65
.07
.13
.69
4" Slag 1966
.45
.04
.24

MONTROSE BRANCH


420
421
422
423
424
958'
1°28'
773'
6°40'
5°07'
506'
4°
3°59'
4°22'
1865'
4°10'
758'
6°04'
1353'
519'
841'
10°10'
6°34'
8°
435'
W.B.
30
30
E.B.
GRAND JUNCTION
424.30
N
X
N
N
X
84" CMP x 40'
BR. 5TTS x 742.5'
.52
.60
.55
.73
.89
.91
.52
115
115# CWR
SH 115
115# CWR
115
'73
1979
1974
1979
1974
-0.145
-0.31
+0.30
-0.50
-0.30
+0.15
+0.35
+0.10
.07
.77
4" Slag
.57
Ballast 1966
.52
.97

12

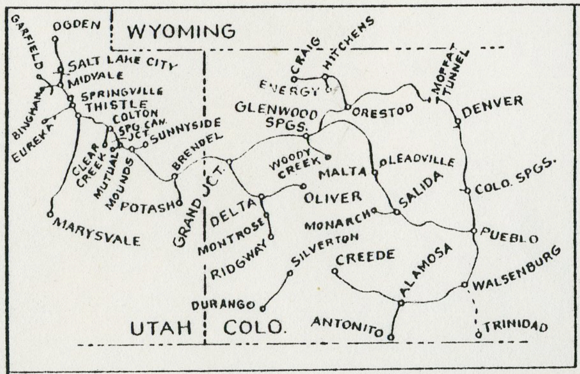
D. & R. G. W. R. R. Co.

GRADE AND ALIGNMENT

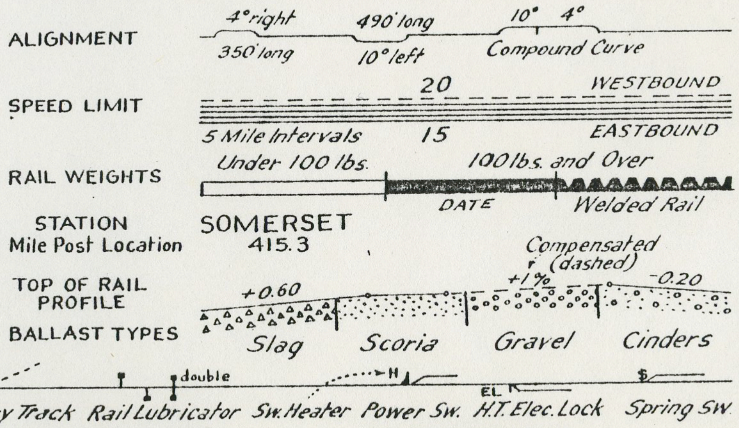
NORTH FORK BRANCH

M.P. 373.00 to M.P. 417.67

NORTH FORK BRANCH



OGDEN
WYOMING
GARFIELD
SALT LAKE CITY
MIDVALE
BINGHAM
EUREKA
SPRINGVILLE
THISTLE
COLTON
SPG. CAN. JCT.
SUNNYSIDE
CLEAR CREEK
MUTUAL
MOUNDS
BRENDEL
POTASH
MARYSVALE
GRAND JCT.
CRAIG
HITCHENS
ENERGY
MOFFAT TUNNEL
GLENWOOD SPGS.
ORESTOD
DENVER
WOODY CREEK
MALTA
LEADVILLE
COLO. SPGS.
DELTA
OLIVER
SALIDA
MONTROSE
MONARCH
PUEBLO
RIDGWAY
SILVERTON
CREEDE
ALAMOSA
WALSENBURG
DURANGO
UTAH
COLO.
ANTONITO
TRINIDAD



ALIGNMENT
4° right
350' long
490' long
10° left
10°
4°
Compound Curve
SPEED LIMIT
20
WESTBOUND
5 Mile Intervals
15
EASTBOUND
RAIL WEIGHTS
Under 100 lbs.
100 lbs. and Over
DATE
Welded Rail
STATION
Mile Post Location
SOMERSET
415.3
TOP OF RAIL PROFILE
+0.60
Compensated (dashed)
+1%
-0.20
BALLAST TYPES
Slag
Scoria
Gravel
Cinders
double
H
EL
Tunnel
Bridge
Culvert
Road Xing
Siding
Industry Track
Rail Lubricator
Sw. Heater
Power Sw.
H.T. Elec. Lock
Spring Sw.

ROAD CROSSINGS

Ⓟ .... Public Road
CO 56 .... County Road
SH 32 ..... State Highway
US 6 .... U.S. Highway
I 25 .... Interstate
ELM ST. .. City Street

ROAD CROSSING PROTECTORS

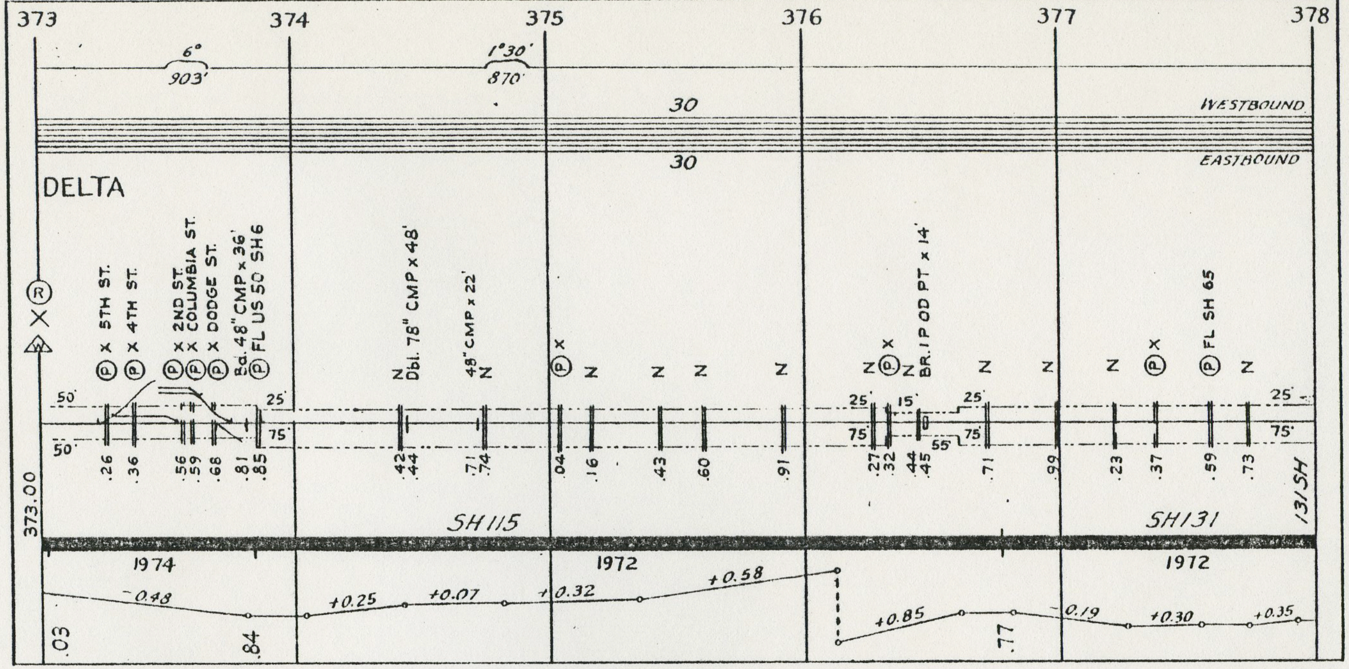
FL .... Flashing lights
B ..... Bell
X ..... Cross buck
N ..... Private Crossing.
Y ..... Flashing yellow
AG ... Automatic gates
S .... Stop sign
TL ..... City Traffic lights
GCP ... Predictor
M ...... Motion detector
DE ..... Dragging equip.

SIGNAL SYMBOLS

LH ..... Left hand
R ...... Repeater
HW .... High Water Det.
DY ...... Double yellow
FY ...... Flashing yellow
CO ...... Call on
G .... Grade

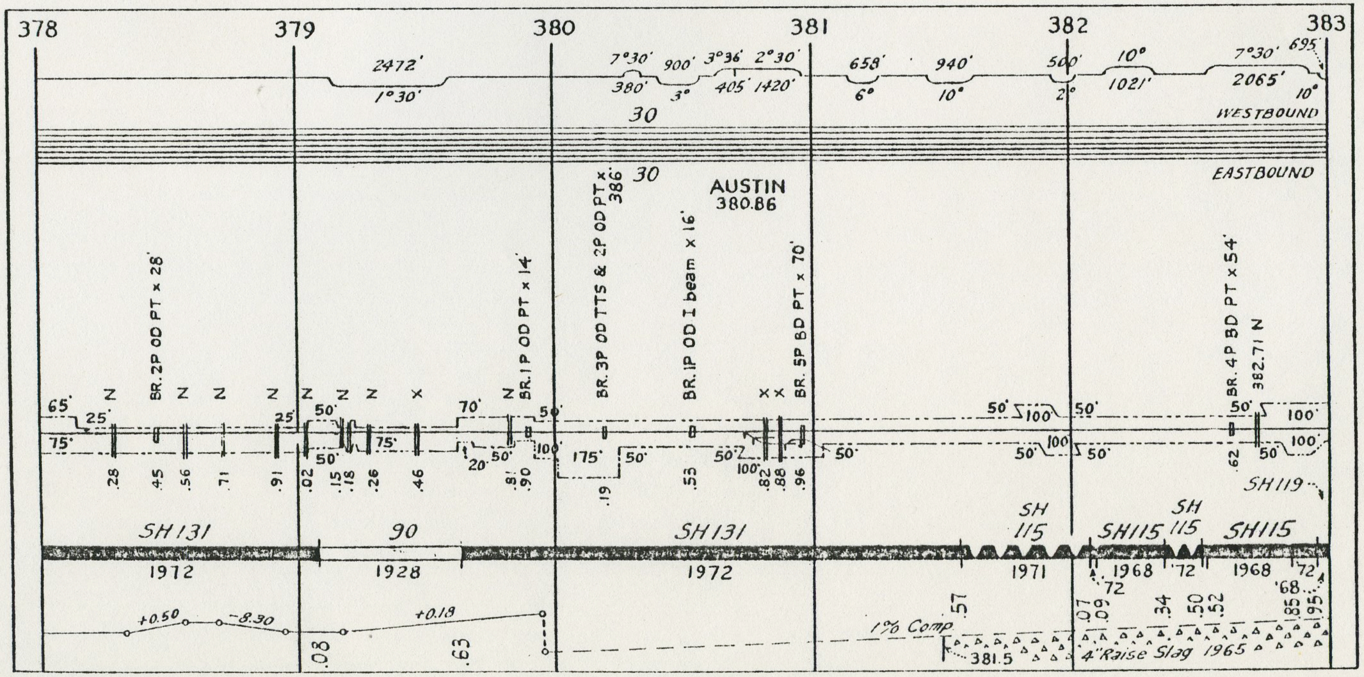
NORTH FORK BRANCH

41-1


373
374
375
376
377
378
6°
903'
1°30'
870'
30
WESTBOUND
30
EASTBOUND
DELTA
Ⓟ X 5TH ST.
Ⓟ X 4TH ST.
Ⓟ X 2ND ST.
Ⓟ X COLUMBIA ST.
Ⓟ X DODGE ST.
Bd. 48" CMP x 36'
Ⓟ FL US 50 SH 6
N Dbl. 78" CMP x 48'
48" CMP x 22' N
Ⓟ X
N
N
N
N
N Ⓟ X N
BR. 1 P OD PT x 14'
N
N
N
Ⓟ X
Ⓟ FL SH 65
N
50'
50'
25'
75'
25'
75'
15'
55'
25'
75'
25'
75'
.26
.36
.56
.59
.68
.81
.85
.42
.44
.71
.74
.04
.16
.43
.60
.91
.27
.32
.44
.45
.71
.99
.23
.37
.59
.73
373.00
SH115
SH131
131SH
1974
1972
1972
-0.48
+0.25
+0.07
+0.32
+0.58
+0.85
-0.19
+0.30
+0.35
.03
.84
.77

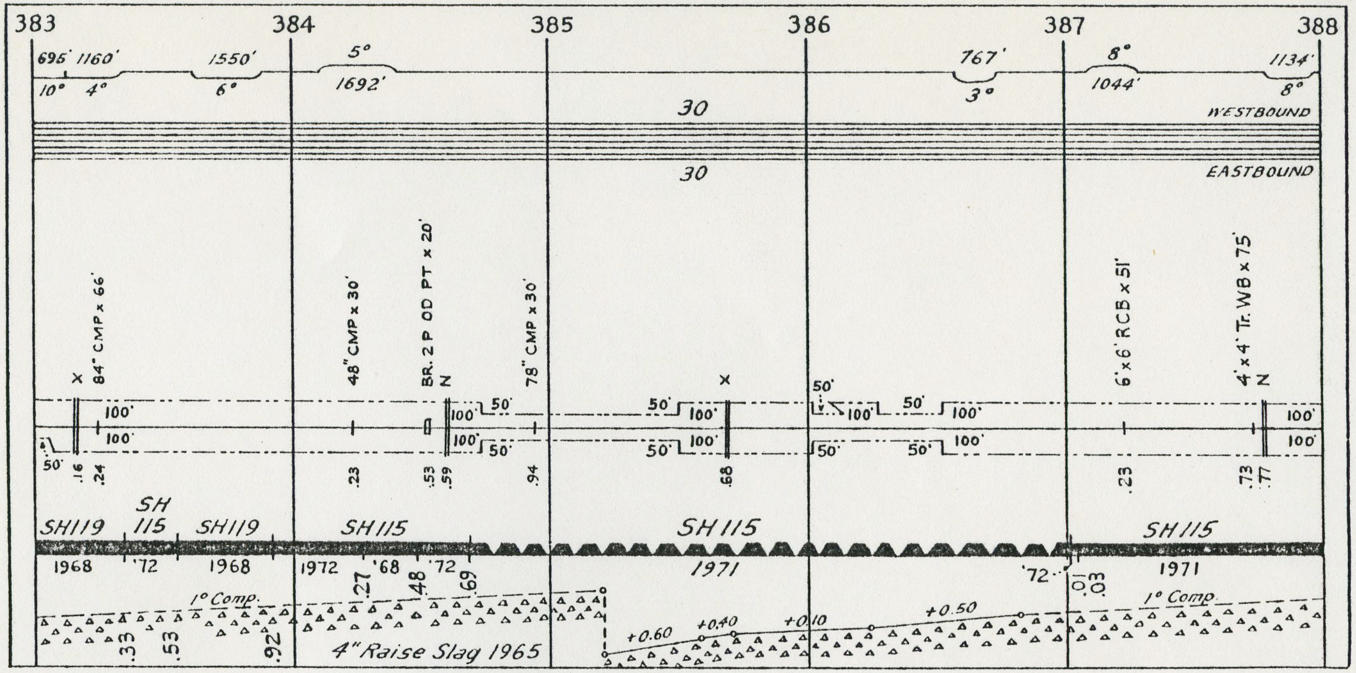
NORTH FORK BRANCH

41-2


378
379
380
381
382
383
2472'
1°30'
7°30'
380'
900'
3°
3°36'
405'
2°30'
1420'
658'
6°
940'
10°
500'
2°
10°
1021'
7°30'
2065'
695'
10°
WESTBOUND
30
30
EASTBOUND
AUSTIN
380.86
N
BR. 2P OD PT x 28'
N
N
N
N
N
N
X
N
BR. 1 P OD PT x 14'
BR. 3P OD TTS & 2P OD PT x 386'
BR. 1P OD I beam x 16'
X
X
BR. 5P BD PT x 70'
BR. 4P BD PT x 54'
382.71 N
65'
25'
75'
25'
50'
50'
75'
70'
20'
50'
100'
50'
175'
50'
50'
100'
50'
50'
100'
50'
50'
100'
50'
50'
100'
100'
.28
.45
.56
.71
.91
.02
.15
.18
.26
.46
.81
.90
.19
.53
.82
.88
.96
.62
SH119
SH131
90
SH131
SH 115
SH115
SH 115
SH115
1972
1928
1972
1971
1968
'72
1968
'72
.72
'68
+0.50
-8.30
+0.18
.08
.63
1% Comp
.57
.07
.09
.34
.50
.52
.85
.95
381.5
4" Raise Slag 1965

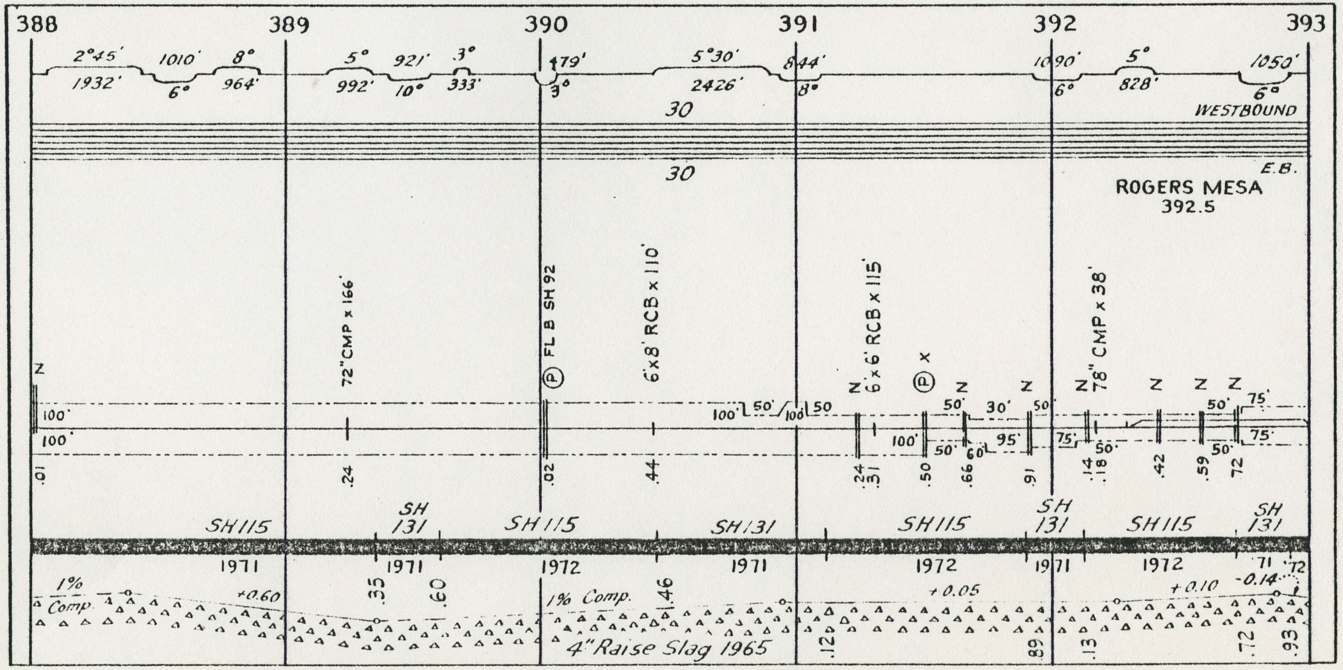
NORTH FORK BRANCH

41-3


383
384
385
386
387
388
695' 1160'
10° 4°
1550'
6°
5°
1692'
767'
3°
8°
1044'
1134'
8°
30
WESTBOUND
30
EASTBOUND
84" CMP x 66'
48" CMP x 30'
BR. 2 P OD PT x 20'
78" CMP x 30'
6'x6' RCB x 51'
4'x4' Tr. WB x 75'
.16 .24 .23 .53 .59 .94 .68 .23 .73 .77
SH119
SH 115
SH119
SH115
SH115
SH115
1968 '72 1968 1972 '68 '72 1971 '72 1971
.27 .48 .69 .01 .03
1° Comp.
.33 .53 .92
4" Raise Slag 1965
+0.60 +0.40 +0.10 +0.50
1° Comp.

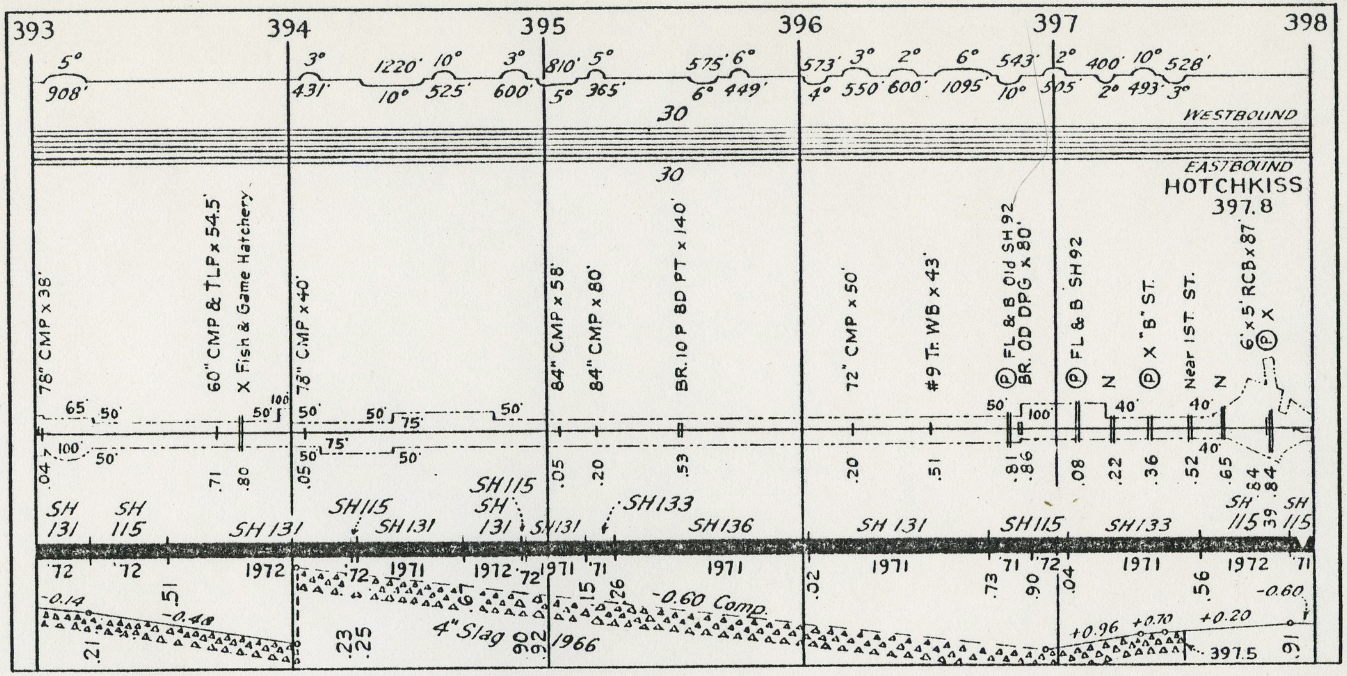
NORTH FORK BRANCH

41-4


388
389
390
391
392
393
2°45' 1010' 8°
1932' 6° 964'
5° 921' 3°
992' 10° 333'
179'
3°
5°30'
2426'
844'
8°
1090'
6°
5°
828'
1050'
6°
30
WESTBOUND
30
E.B.
ROGERS MESA
392.5
72" CMP x 166'
FL B SH 92
6'x8' RCB x 110'
6'x6' RCB x 115'
78" CMP x 38'
.01 .24 .02 .44 .24 .31 .50 .66 .91 .14 .18 .42 .59 .72
SH115
SH 131
SH115
SH131
SH115
SH 131
SH115
SH 131
1971 1971 1972 1971 1972 1971 1972 '71 '72
1% Comp.
+0.60
.35 .60
1% Comp.
.46
+0.05
+0.10
-0.14
4" Raise Slag 1965
.12 .89 .13 .72 .93

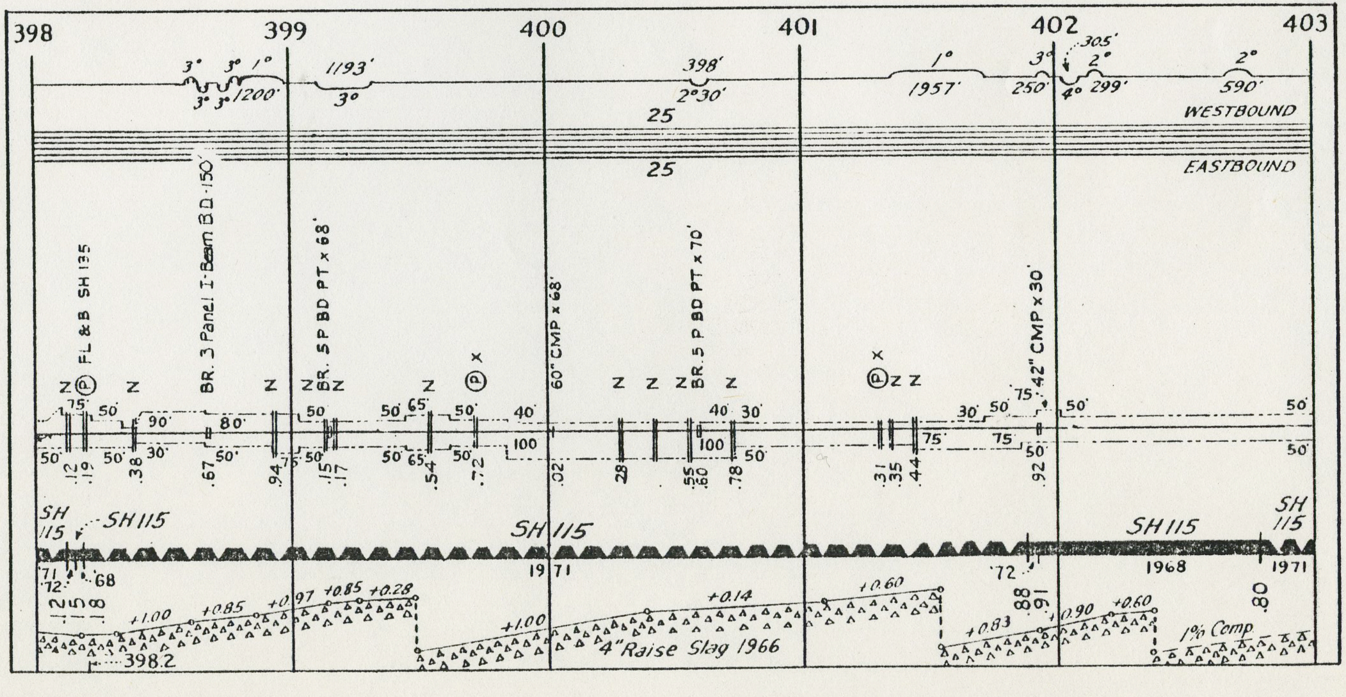
41-5

NORTH FORK BRANCH


393
394
395
396
397
398
5° 908'
3° 431'
1220' 10°
10° 525'
3° 600'
810' 5°
5° 365'
575' 6°
6° 449'
573' 4°
3° 550'
2° 600'
6° 1095'
543' 10°
2° 505'
400' 2°
10° 493'
528' 3°
30
WESTBOUND
30
EASTBOUND
HOTCHKISS
397.8
78" CMP x 38'
60" CMP & TLP x 54.5'
X Fish & Game Hatchery
78" CMP x 40'
84" CMP x 58'
84" CMP x 80'
BR. 10 P BD PT x 140'
72" CMP x 50'
#9 Tr. WB x 43'
Ⓟ FL & B Old SH 92
BR. OD DPG x 80'
Ⓟ FL & B SH 92
N
Ⓟ X "B" ST.
Near 1ST. ST.
N
6' x 5' RCB x 87'
Ⓟ X
65
50'
100'
50'
100
50'
50'
75'
50'
50'
75'
50'
50'
100
40'
40'
40'
.04
.71
.80
.05
.05
.20
.53
.20
.51
.81
.86
.08
.22
.36
.52
.65
.84
.84
SH 131
SH 115
SH 131
SH115
SH131
SH115
SH 131
SH131
SH133
SH136
SH 131
SH115
SH133
SH 115
39
SH 115
'72
'72
1972
'72
1971
1972
'72
1971
'71
1971
1971
'71
'72
1971
1972
'71
-0.14
.51
-0.48
.21
.23
.25
4" Slag
.90
.92
1966
.15
.26
-0.60 Comp.
.02
.73
.90
.04
+0.96
+0.70
+0.20
.56
-0.60
397.5
.91

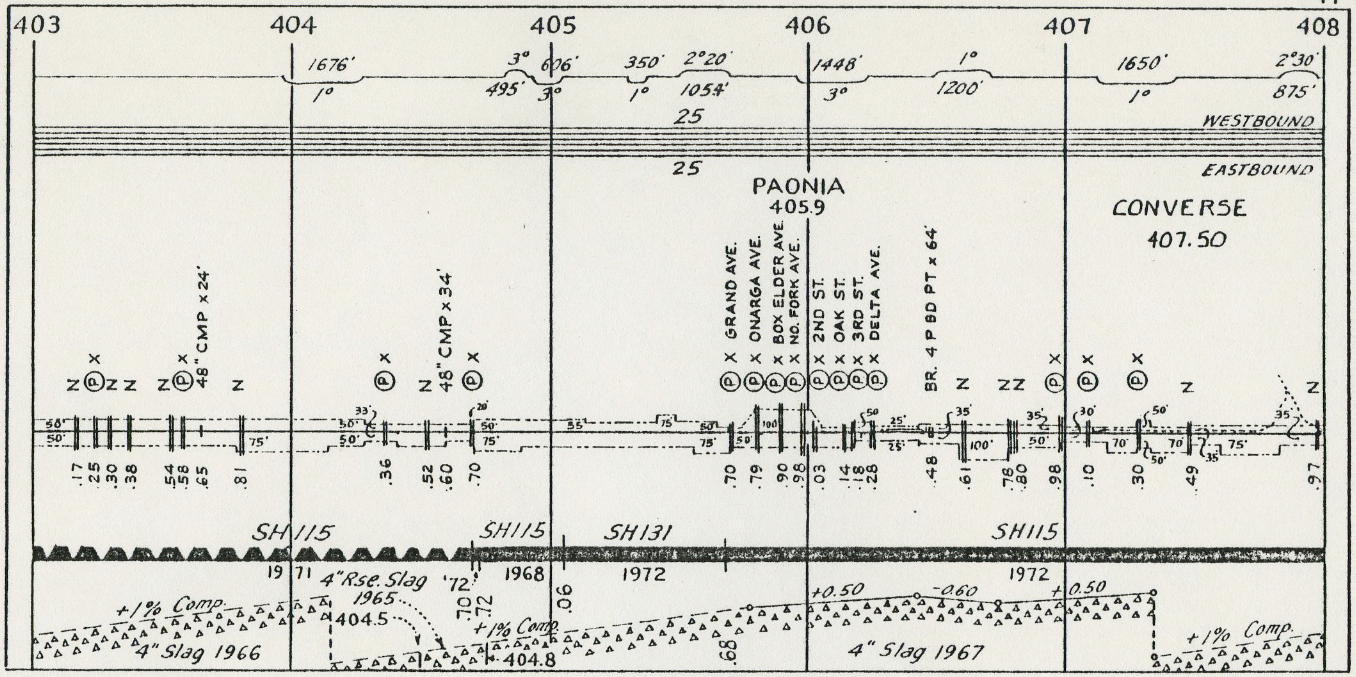
41-6

NORTH FORK BRANCH


398
399
400
401
402
403
3° 3°
3° 3°
1° 1200'
1193' 3°
398' 2°30'
1° 1957'
3° 250'
305'
2° 4° 299'
2° 590'
25
WESTBOUND
25
EASTBOUND
Z Ⓟ FL & B SH 135
Z
BR. 3 Panel I-Beam BD 150'
Z
Z BR. 5P BD PT x 68'
Z
Z
Ⓟ X
60" CMP x 68'
Z Z Z
BR. 5 P BD PT x 70'
Z
Ⓟ X Z Z
42" CMP x 30'
75'
50'
50'
90'
80'
50'
50'
65'
50'
40'
100
40'
30'
100
50'
30'
50'
75'
50'
50'
50'
30'
50'
30'
50'
75
50'
65
50'
75'
50'
.12
.19
.38
.67
.94
.15
.17
.54
.72
.02
.28
.55
.60
.78
.31
.35
.44
.92
SH 115
SH115
SH 115
SH115
SH 115
'71
'72
.68
1971
'72
1968
1971
.12
.15
.18
+1.00
+0.85
+0.97
+0.85
+0.28
+1.00
4" Raise Slag 1966
+0.14
+0.60
398.2
+0.83
.88
.91
+0.90
+0.60
1% Comp
.80

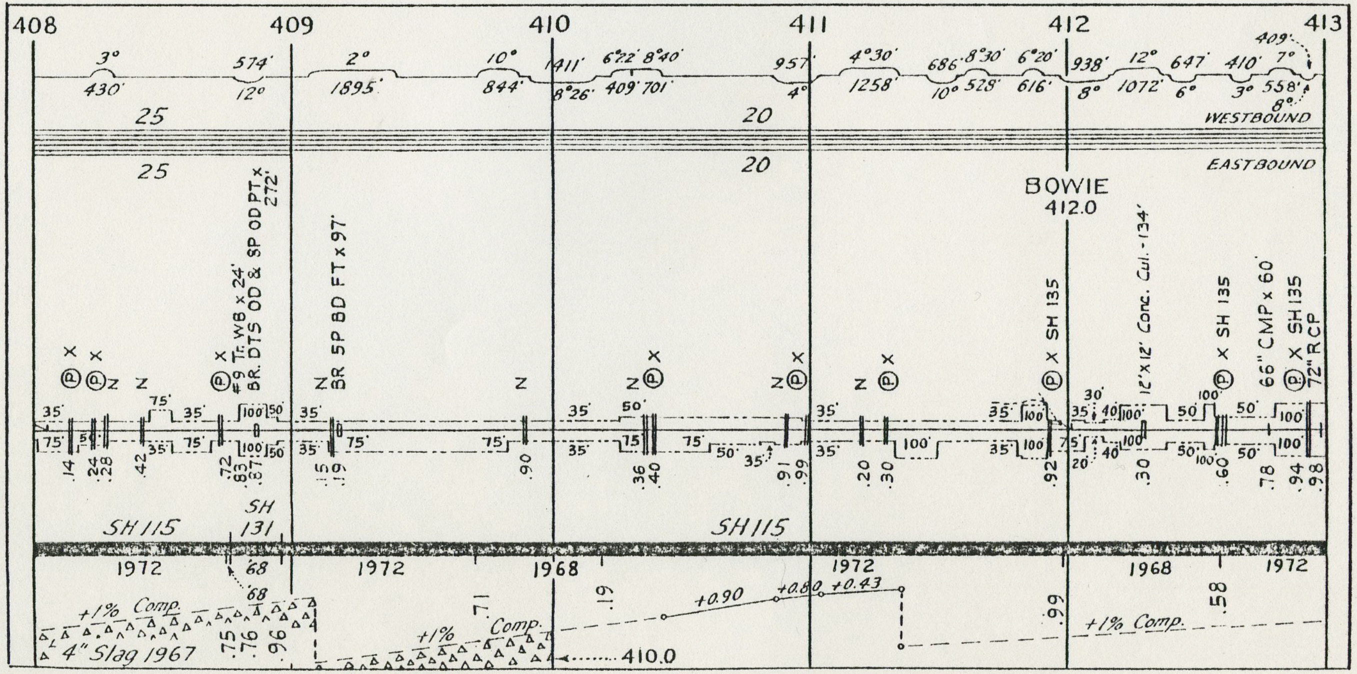
41-7

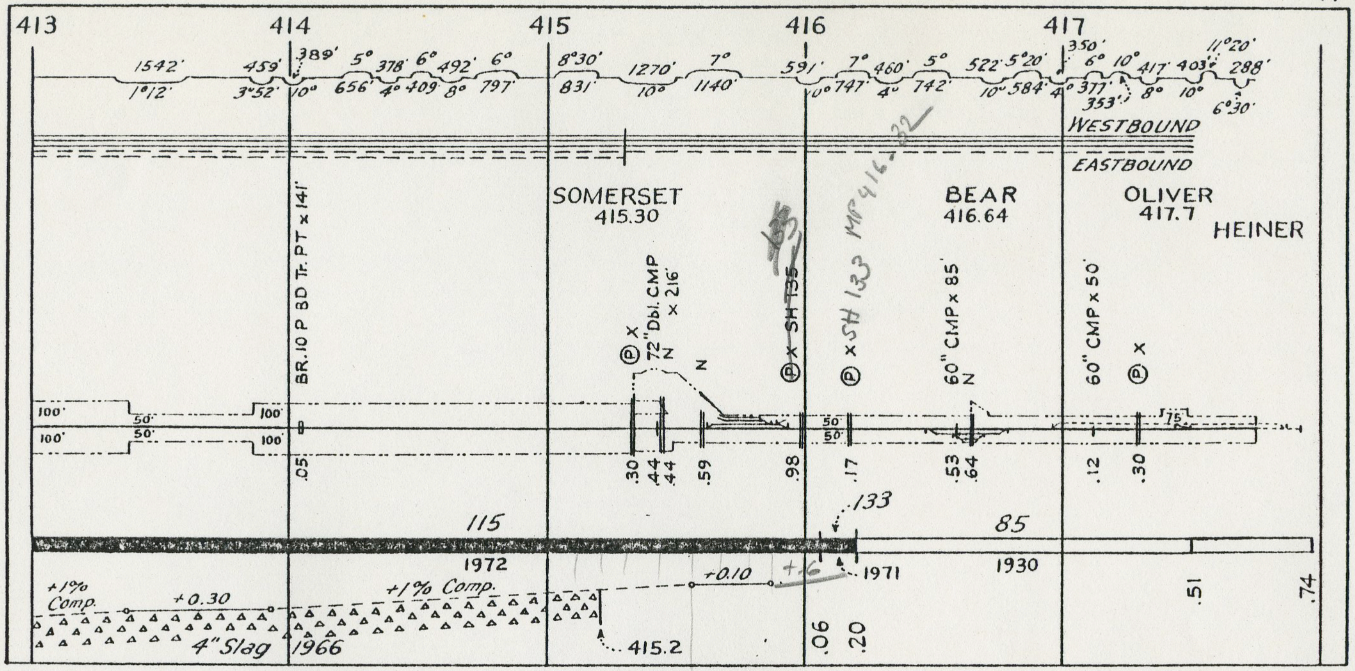
NORTH FORK BRANCH


403
404
405
406
407
408
1676'
1°
3°
606'
495'
3°
350'
1°
2°20'
1054'
1448'
3°
1°
1200'
1650'
1°
2°30'
875'
25
WESTBOUND
25
EASTBOUND
PAONIA
405.9
CONVERSE
407.50
48" CMP x 24'
48" CMP x 34'
GRAND AVE.
ONARGA AVE.
BOX ELDER AVE.
NO. FORK AVE.
2ND ST.
OAK ST.
3RD ST.
DELTA AVE.
BR. 4 P BD PT x 64'
.17 .25 .30 .38 .54 .58 .65 .81 .36 .52 .60 .70 .70 .79 .90 .98 .03 .14 .18 .28 .48 .61 .78 .80 .98 .10 .30 .49 .97
SH 115
SH115
SH131
SH115
1971
1968
1972
1972
4" Rse. Slag 1965
'72
404.5
404.8
.70
.72
.06
.68
+1% Comp.
4" Slag 1966
+1% Comp.
+0.50
-0.60
+0.50
4" Slag 1967
+1% Comp.

41-8

NORTH FORK BRANCH


408
409
410
411
412
413
3°
430'
574'
12°
2°
1895'
10°
844'
1411'
8°26'
6°22' 8°40'
409' 701'
957'
4°
4°30'
1258'
686'
10°
8°30'
528'
6°20'
616'
938'
8°
12°
1072'
647'
6°
410'
3°
409'
7°
558'
8°
25
25
20
20
WESTBOUND
EASTBOUND
BOWIE
412.0
#9 T. WB x 24'
BR. DTS OD & SP OD PT x 272'
BR. 5P BD FT x 97'
X SH 135
12" x 12' Conc. Cul. - 134'
X SH 135
66" CMP x 60'
X SH 135
72" RCP
.14 .24 .28 .42 .72 .83 .87 .15 .19 .90 .36 .40 .91 .99 .20 .30 .92 .30 .60 .78 .94 .98
SH 115
SH 131
SH115
1972
1972
1968
1972
1968
1972
68
68
.75
.76
.96
+1% Comp.
4" Slag 1967
+1%
Comp.
.71
.19
410.0
+0.90
+0.80
+0.43
.99
.58
+1% Comp.


413
414
415
416
417
1542'
1°12'
459'
3°52'
389'
10°
5°
656'
378'
4°
6°
409'
492'
8°
6°
797'
8°30'
831'
1270'
10°
7°
1140'
591'
10°
7°
747'
460'
4°
5°
742'
522'
10°
5°20'
584'
4°
350'
6°
377'
353'
10°
417'
8°
403'
10°
11°20'
288'
6°30'
WESTBOUND
EASTBOUND
SOMERSET
415.30
BEAR
416.64
OLIVER
417.7
HEINER
BR.10 P BD Tr. PT x 141'
Ⓟ x
72" Dbl. CMP x 216'
N
N
N
Ⓟ x SH 135
Ⓟ x SH 133 MP 416.32
60" CMP x 85'
N
60" CMP x 50'
Ⓟ x
100'
50'
100'
100'
50'
100'
50
50
15
.05
.30
.44
.44
.59
.98
.17
.53
.64
.12
.30
115
133
85
1972
1971
1930
.51
.74
+1% Comp.
+0.30
+1% Comp.
+0.10
+.6
4" Slag
1966
415.2
.06
.20

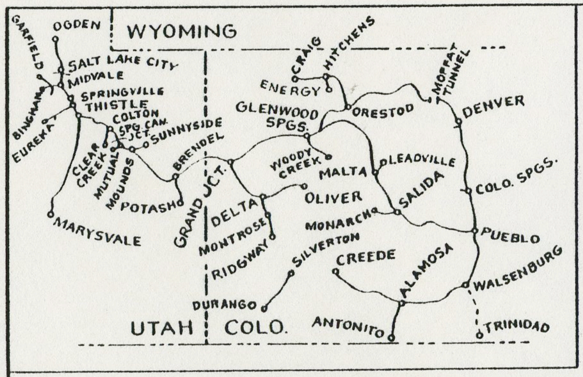
13

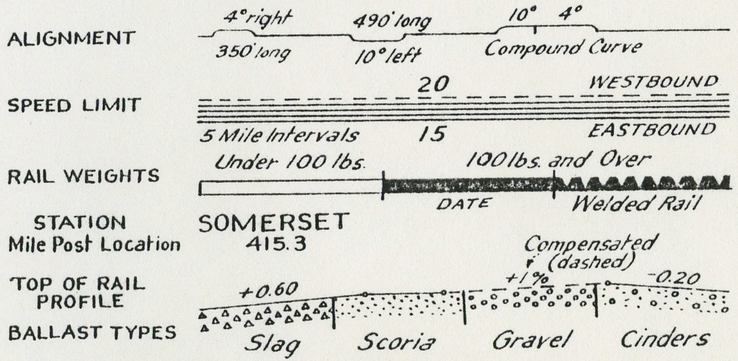
D. & R. G. W. R. R. Co.

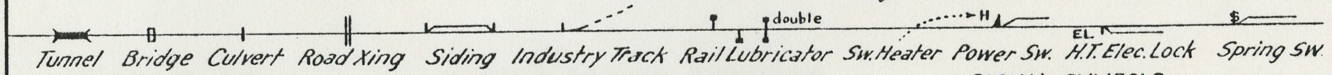
GRADE AND ALIGNMENT

CANE CREEK BRANCH

M.P. 0.00 to M.P. 35.74


WYOMING
OGDEN
GARFIELD
SALT LAKE CITY
MIDVALE
BINGHAM
SPRINGVILLE
THISTLE
EUREKA
COLTON
SPG. CAN. JCT.
SUNNYSIDE
CLEAR CREEK
MUTUAL
MOUNDS
POTASH
BRENDEL
GRAND JCT.
MARYSVALE
CRAIG
HITCHENS
ENERGY
MOFFAT TUNNEL
GLENWOOD SPGS.
ORESTOD
DENVER
WOODY CREEK
MALTA
LEADVILLE
COLO. SPGS.
DELTA
OLIVER
MONTROSE
SALIDA
MONARCH
PUEBLO
RIDGWAY
SILVERTON
CREEDE
ALAMOSA
WALSENBURG
DURANGO
ANTONITO
TRINIDAD
UTAH
COLO.


ALIGNMENT
4° right
350' long
490' long
10° left
10°
4°
Compound Curve
SPEED LIMIT
20
WESTBOUND
5 Mile Intervals
15
EASTBOUND
RAIL WEIGHTS
Under 100 lbs.
100 lbs. and Over
DATE
Welded Rail
STATION
Mile Post Location
SOMERSET
415.3
TOP OF RAIL PROFILE
+0.60
Compensated (dashed)
+1%
-0.20
BALLAST TYPES
Slag
Scoria
Gravel
Cinders


Tunnel
Bridge
Culvert
Road Xing
Siding
Industry Track
Rail Lubricator
double
Sw. Heater
H
Power Sw.
EL
H.T. Elec. Lock
$
Spring Sw.

ROAD CROSSINGS

Ⓟ	Public Road
CO 56	County Road
SH 32	State Highway
US 6	U.S. Highway
I 25	Interstate
ELM ST.	City Street

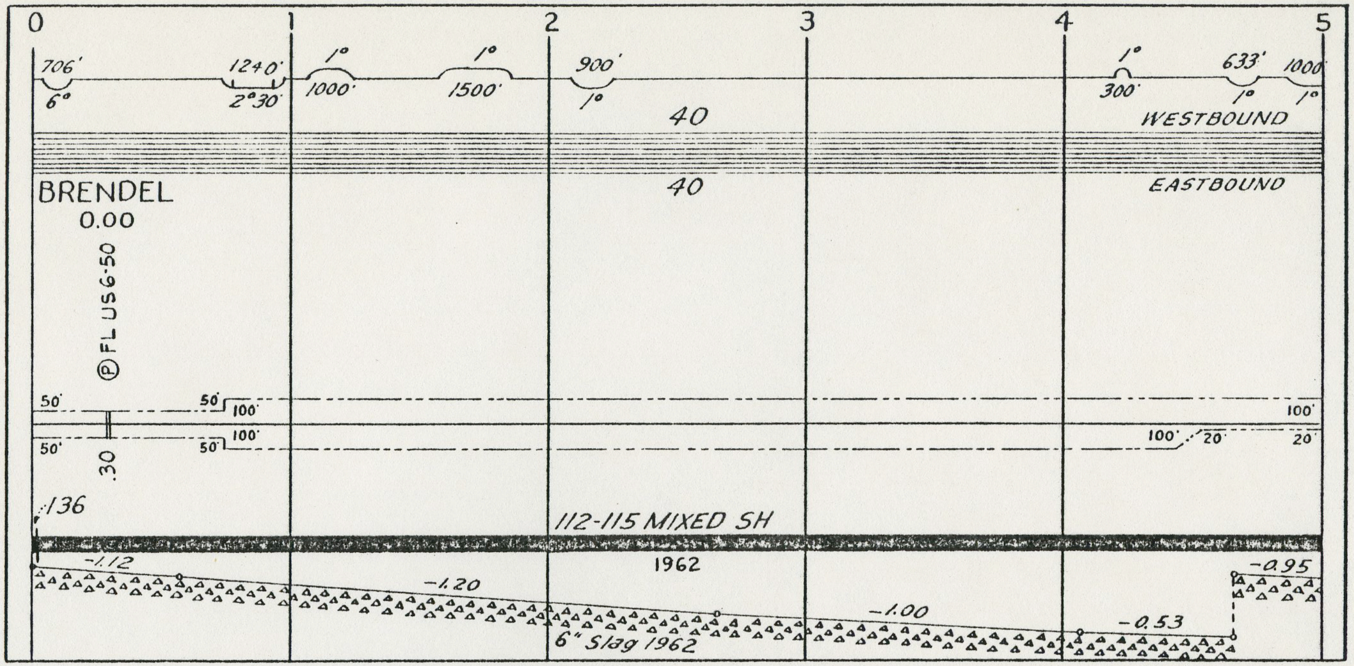
ROAD CROSSING PROTECTORS

FL	Flashing lights
B	Bell
X	Cross buck
N	Private Crossing.
Y	Flashing yellow
AG	Automatic gates
S	Stop sign
TL	City Traffic lights
GCP	Predictor
M	Motion detector
DE	Dragging equip.

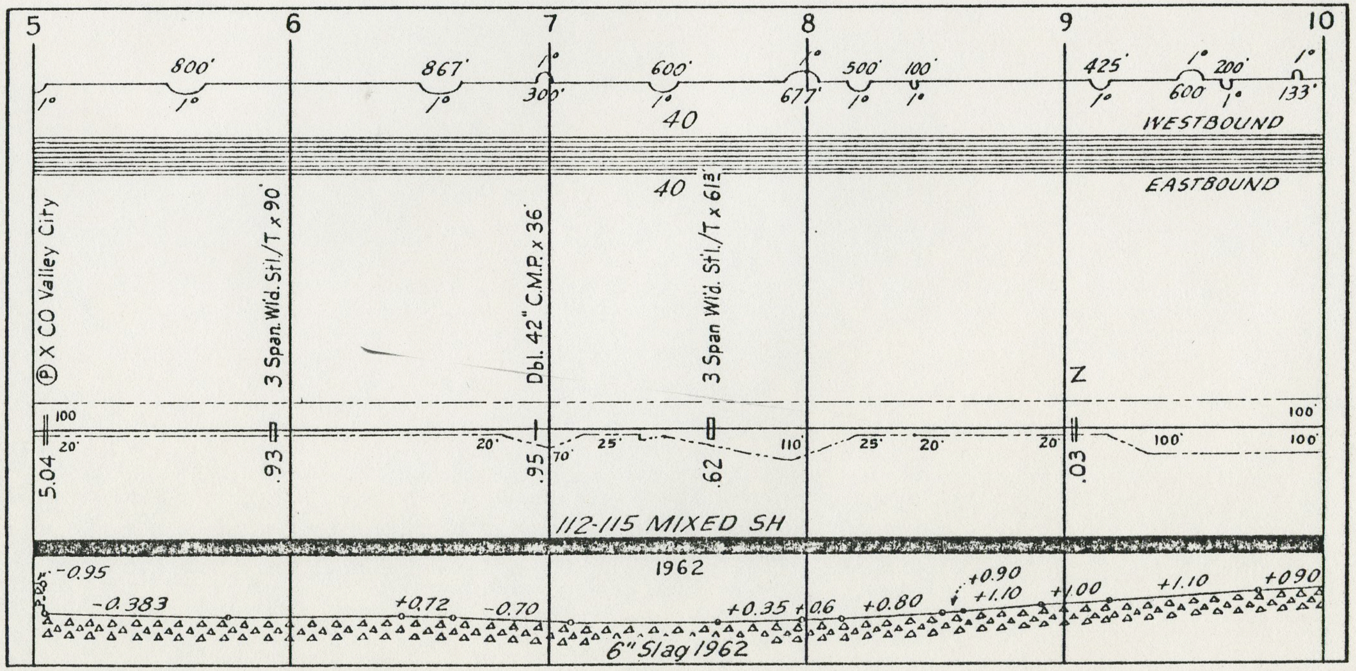
SIGNAL SYMBOLS

LH	Left hand
R	Repeater
HW	High Water Det.
DY	Double yellow
FY	Flashing yellow
CO	Call on
G	Grade

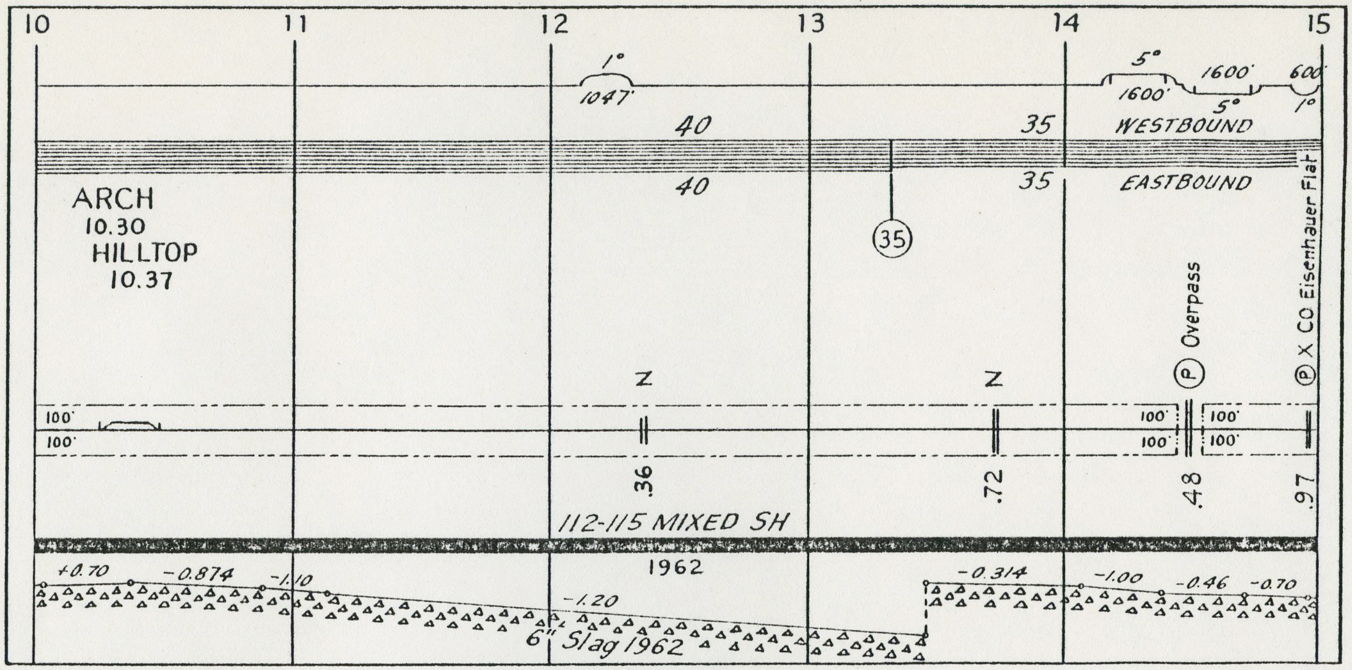
CANE CREEK BRANCH


0
1
2
3
4
5
706'
6°
1240'
2°30'
1°
1000'
1°
1500'
900'
1°
1°
300'
633'
1°
1000'
1°
40
WESTBOUND
40
EASTBOUND
BRENDEL
0.00
Ⓟ FL US 6-50
50'
50'
100'
100'
50'
50'
.30
100'
100'
20'
20'
.136
112-115 MIXED SH
1962
-1.12
-1.20
-1.00
-0.53
-0.95
6" Slag 1962

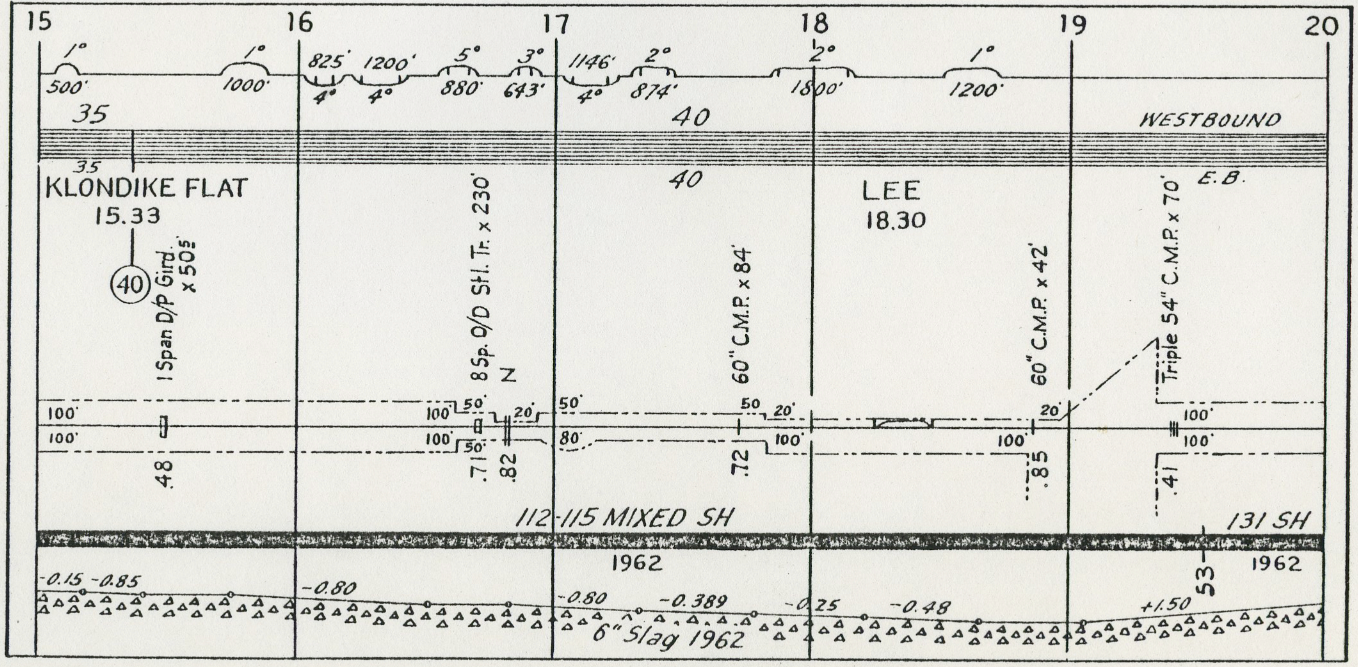
CANE CREEK BRANCH


5
6
7
8
9
10
1°
800'
1°
867'
1°
1°
300'
600'
1°
1°
677'
500'
1°
100'
1°
425'
1°
1°
600
200'
1°
1°
133'
40
WESTBOUND
40
EASTBOUND
Ⓟ X CO Valley City
3 Span Wld. Stl./T x 90'
Dbl. 42" C.M.P. x 36'
3 Span Wld. Stl./T x 61'3"
Z
100
20'
5.04
.93
20'
.95
70'
25'
.62
110'
25'
20'
20'
.03
100'
100'
100'
112-115 MIXED SH
1962
-0.95
-0.383
+0.72
-0.70
+0.35
+0.6
+0.80
+0.90
+1.10
+1.00
+1.10
+0.90
6" Slag 1962

CANE CREEK BRANCH

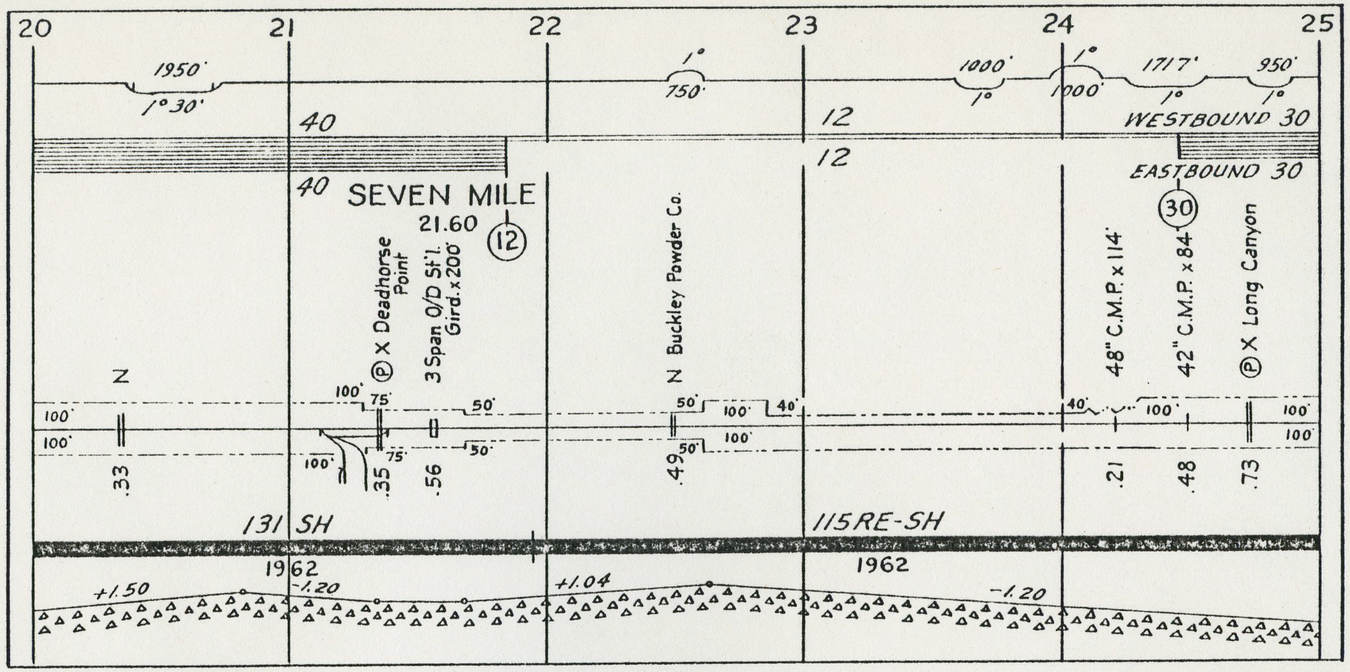

10
11
12
13
14
15
1°
1047'
5°
1600'
1600'
5°
600'
1°
40
35
WESTBOUND
40
35
EASTBOUND
ARCH
10.30
HILLTOP
10.37
35
P Overpass
P X CO Eisenhauer Flat
Z
Z
100'
100'
100'
100'
100'
100'
.36
.72
.48
.97
112-115 MIXED SH
1962
+0.70
-0.874
-1.10
-1.20
6" Slag 1962
-0.314
-1.00
-0.46
-0.70

CANE CREEK BRANCH


15
16
17
18
19
20
1°
500'
1°
1000'
825'
4°
1200'
4°
5°
880'
3°
643'
1146'
4°
2°
874'
2°
1800'
1°
1200'
35
40
WESTBOUND
35
40
E.B.
KLONDIKE FLAT
15.33
40
1 Span D/P Gird. x 50's
8 Sp. O/D Stl. Tr. x 230'
60" C.M.P. x 84'
LEE
18.30
60" C.M.P. x 42'
Triple 54" C.M.P. x 70'
Z
100'
100'
100'
100'
50'
50'
20'
50'
80'
50'
20'
100'
100'
20'
100'
100'
.48
.71
.82
.72
.85
.41
112-115 MIXED SH
131 SH
1962
53
1962
-0.15
-0.85
-0.80
-0.80
-0.389
-0.25
-0.48
+1.50
6" Slag 1962

7-5

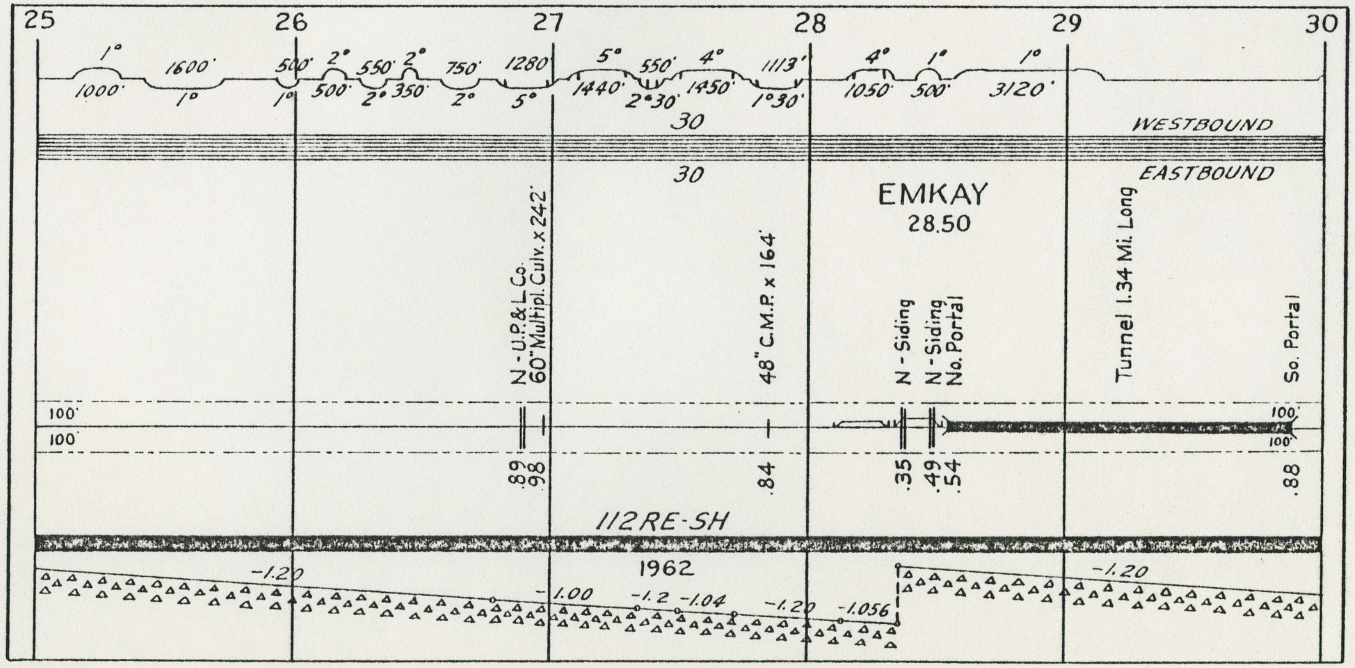
CANE CREEK BRANCH



20
21
22
23
24
25
1950'
1°30'
1°
750'
1000'
1°
1°
1000'
1717'
1°
950'
1°
40
40
12
12
WESTBOUND 30
EASTBOUND 30
SEVEN MILE
21.60
(12)
(30)
Ⓟ X Deadhorse Point
3 Span O/D St'l. Gird. x 200'
N Buckley Powder Co.
48" C.M.P. x 114'
42" C.M.P. x 84'
Ⓟ X Long Canyon
N
100'
75'
50'
100'
40'
50'
100'
.33
.35
.56
.49
.21
.48
.73
131 SH
115 RE-SH
1962
1962
+1.50
-1.20
+1.04
-1.20

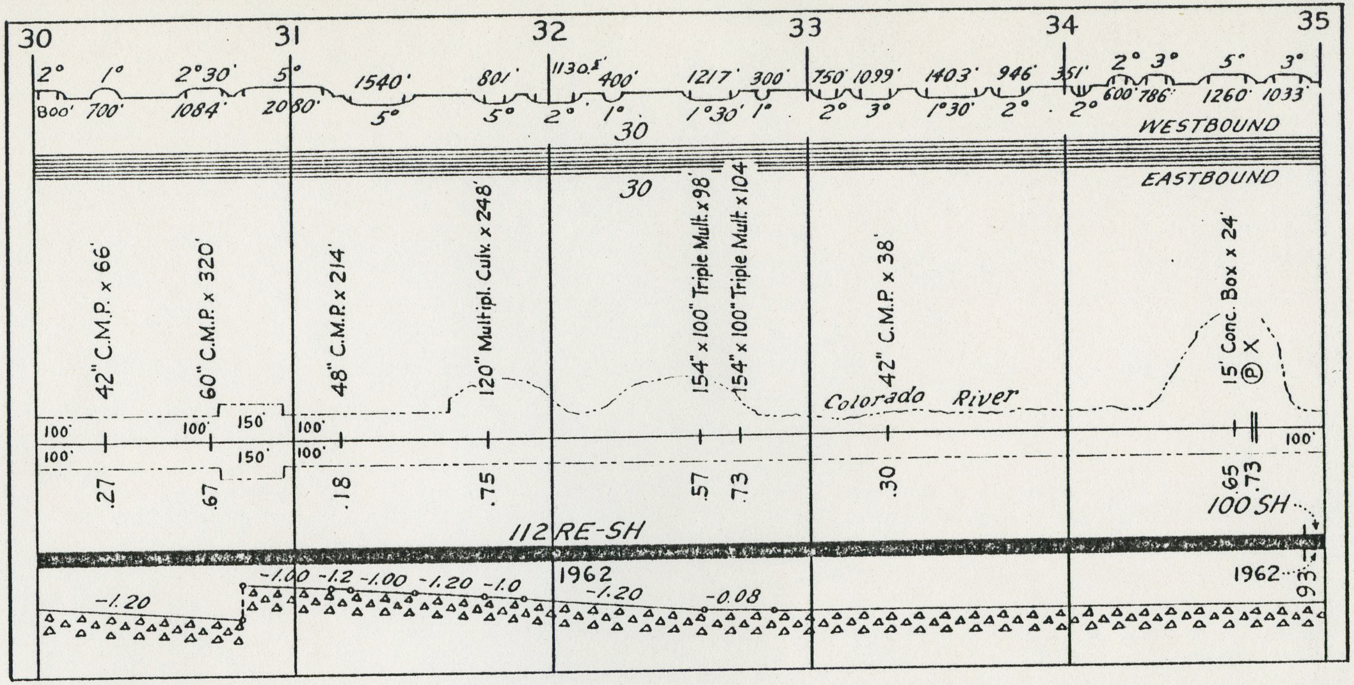
7-6

CANE CREEK BRANCH

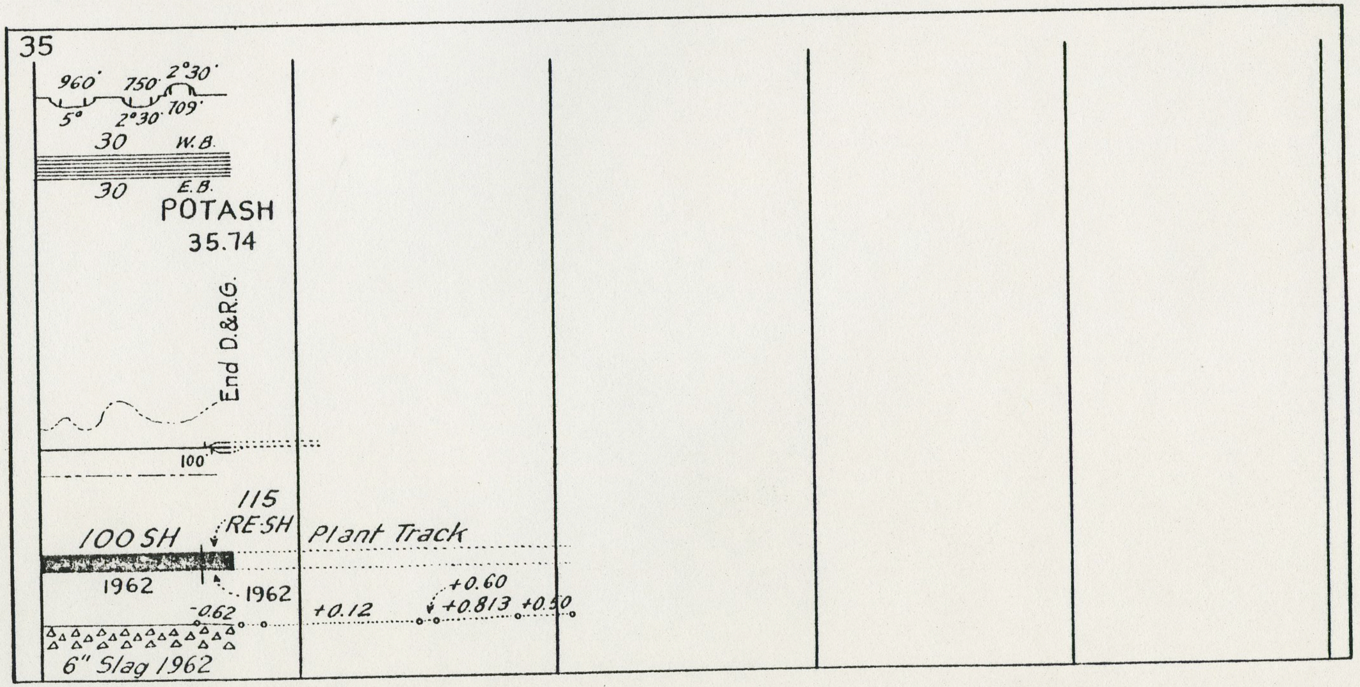


25
26
27
28
29
30
1°
1000'
1600'
1°
500'
1°
2°
500'
550'
2°
2°
350'
750'
2°
1280'
5°
5°
1440'
550'
2°30'
4°
1450'
1113'
1°30'
4°
1050'
1°
500'
1°
3120'
30
30
WESTBOUND
EASTBOUND
EMKAY
28.50
N - U.P.&L. Co.
60" Multipl. Culv. x 242'
48" C.M.P. x 164'
N - Siding
N - Siding
No. Portal
Tunnel 1.34 Mi. Long
So. Portal
100'
.89
.98
.84
.35
.49
.54
.88
112 RE-SH
1962
-1.20
-1.00
-1.2
-1.04
-1.20
-1.056
-1.20

CANE CREEK BRANCH


30
31
32
33
34
35
2°
800'
1°
700'
2°30'
1084'
5°
2080'
1540'
5°
801'
5°
1130.5'
2°
400'
1°
1217'
1°30'
300'
1°
750'
2°
1099'
3°
1403'
1°30'
946'
2°
351'
2°
2°
600'
3°
786'
5°
1260'
3°
1033'
WESTBOUND
30
30
EASTBOUND
42" C.M.P. x 66'
60" C.M.P. x 320'
48" C.M.P. x 214'
120" Multipl. Culv. x 248'
154" x 100" Triple Mult. x 98'
154" x 100" Triple Mult. x 104'
42" C.M.P. x 38'
15' Conc. Box x 24'
Ⓟ X
Colorado River
100'
100'
150'
150'
100'
100'
100'
.27
.67
.18
.75
.57
.73
.30
.65
.73
100 SH
112 RE-SH
1962
1962
.93
-1.20
-1.00
-1.2
-1.00
-1.20
-1.0
-1.20
-0.08

CANE CREEK BRANCH


35
960'
5°
750'
2°30'
2°30'
709'
30
W.B.
30
E.B.
POTASH
35.74
End D.&R.G.
100'
115
RE-SH
100 SH
Plant Track
1962
1962
-0.62
+0.12
+0.60
+0.813
+0.50
6" Slag 1962

14

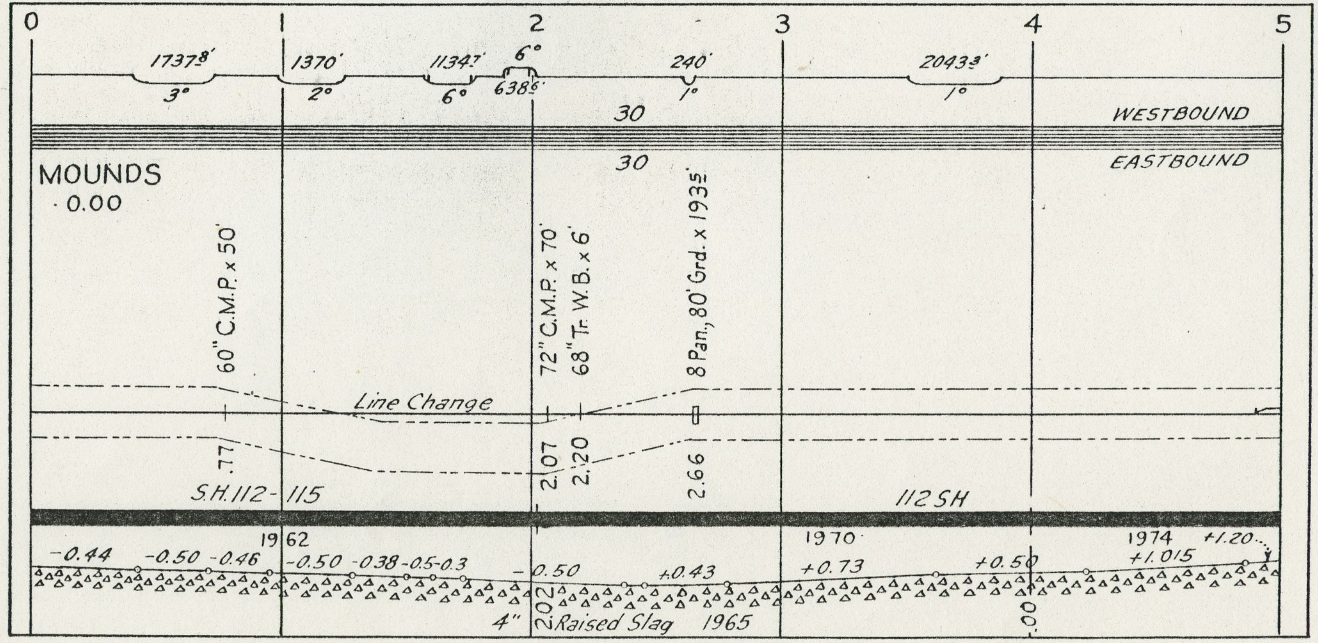
D. & R. G. W. R. R. Co.

GRADE AND ALIGNMENT

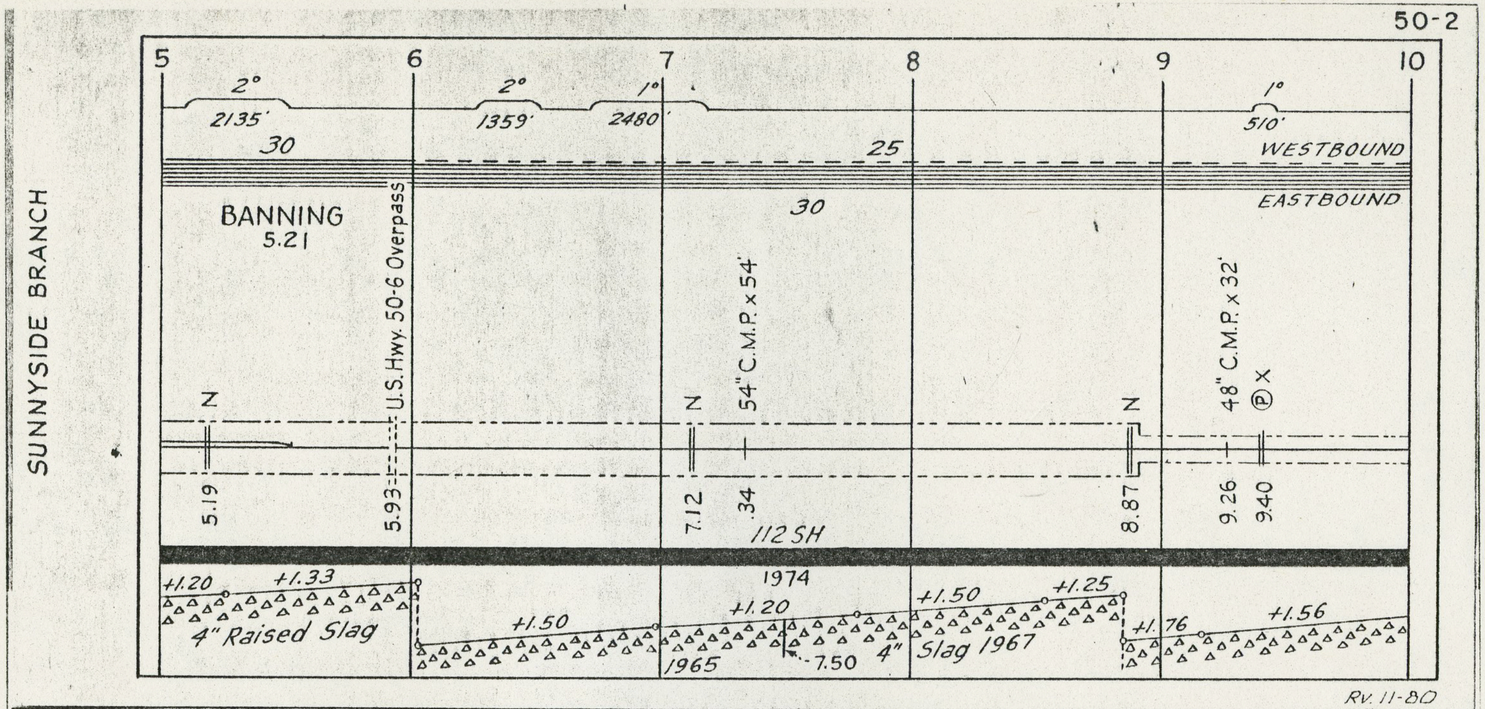
SUNNYSIDE BRANCH

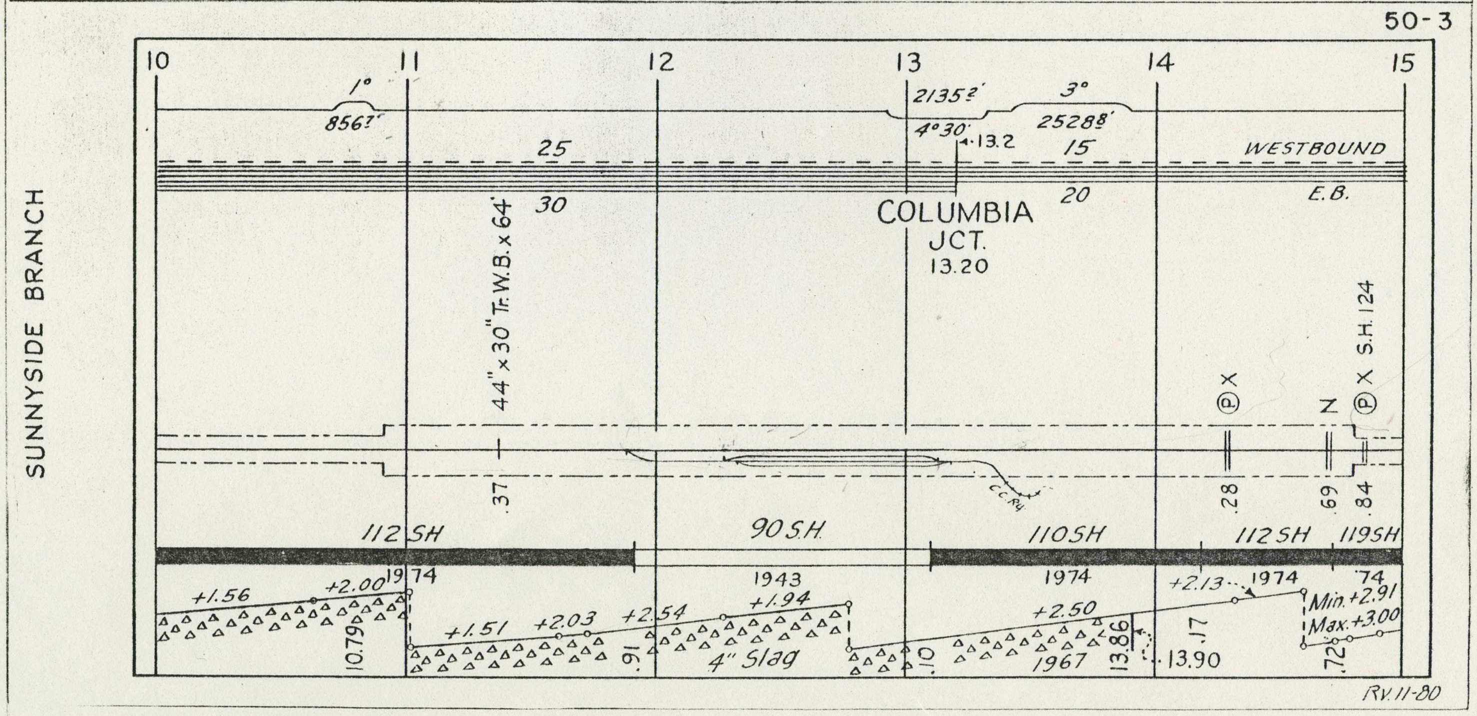
M.P. 0.00 to M.P. 17.70

SUNNYSIDE BRANCH

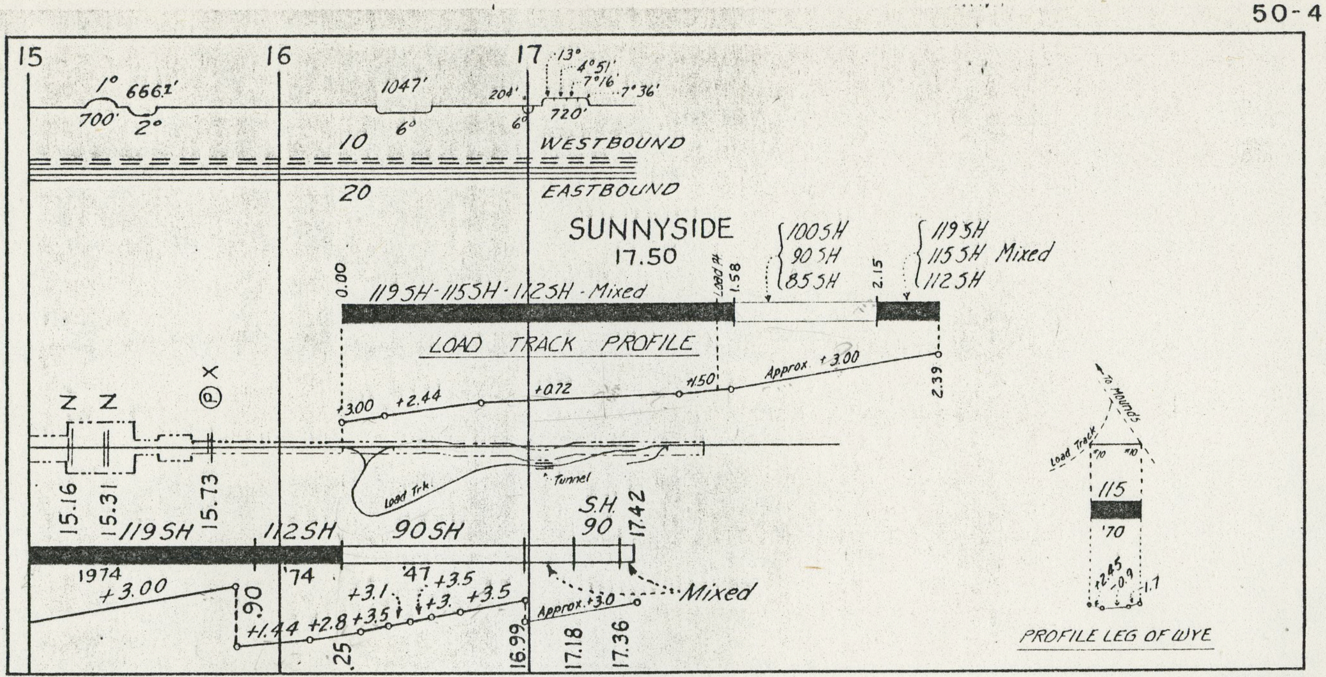

0
1
2
3
4
5
1737.8'
3°
1370'
2°
1134.7'
6°
6°
638.6'
240'
1°
2043.3'
1°
30
WESTBOUND
30
EASTBOUND
MOUNDS
0.00
60" C.M.P. x 50'
72" C.M.P. x 70'
68" Tr. W.B. x 6'
8 Pan., 80' Grd. x 193.5'
Line Change
.77
2.07
2.20
2.66
S.H. 112-115
112 SH
1962
1970
1974
-0.44
-0.50
-0.46
-0.50
-0.38
-0.5
-0.3
-0.50
+0.43
+0.73
+0.50
+1.015
+1.20
4"
2.02
Raised Slag 1965
4.00

Rv. 11-80


50-2
SUNNYSIDE BRANCH
5
6
7
8
9
10
2°
2135'
2°
1359'
1°
2480'
1°
510'
30
25
WESTBOUND
EASTBOUND
30
BANNING
5.21
U.S. Hwy. 50-6 Overpass
54" C.M.P. x 54'
48" C.M.P. x 32'
Ⓟ X
N
N
N
5.19
5.93
7.12
.34
8.87
9.26
9.40
112 SH
1974
+1.20
+1.33
4" Raised Slag
+1.50
+1.20
1965
7.50
4"
+1.50
+1.25
Slag 1967
+1.76
+1.56
Rv. 11-80


50-3
SUNNYSIDE BRANCH
10
11
12
13
14
15
1°
856.7'
2135.2'
4°30'
3°
2528.8'
13.2
25
15
WESTBOUND
30
20
E.B.
COLUMBIA
JCT.
13.20
44" x 30" Tr. W.B. x 64'
Ⓟ X
N
Ⓟ X S.H. 124
.37
C.C.Ry.
.28
.69
.84
112 SH
90 S.H.
110 SH
112 SH
119 SH
1974
1943
1974
1974
74
+1.56
+2.00
10.79
+1.51
+2.03
.91
+2.54
+1.94
4" Slag
.10
+2.50
1967
13.86
13.90
+2.13
.17
Min. +2.91
Max. +3.00
.72
Rv. 11-80

SUNNYSIDE BRANCH


15
16
17
1°
666.2'
700'
2°
1047'
6°
204'
6°
720'
13°
4°51'
7°16'
7°36'
10
WESTBOUND
20
EASTBOUND
SUNNYSIDE
17.50
100SH
90SH
85SH
119SH
115SH Mixed
112SH
0.00
119SH-115SH-112SH-Mixed
Load ℄
1.58
2.15
LOAD TRACK PROFILE
3.00
+2.44
+0.72
+1.50
Approx. +3.00
2.39
N
N
Ⓟ X
Load Trk.
Tunnel
15.16
15.31
15.73
119SH
112SH
90SH
S.H.
90
17.42
1974
+3.00
.90
'74
'47
+3.1
+3.5
+3.
+3.5
+1.44
+2.8
+3.5
Approx. +3.0
Mixed
.25
16.99
17.18
17.36
Load Track
To Mounds
'70
'10
115
'70
+2.45
-0.9
-1.1
PROFILE LEG OF WYE

Rv 11-80

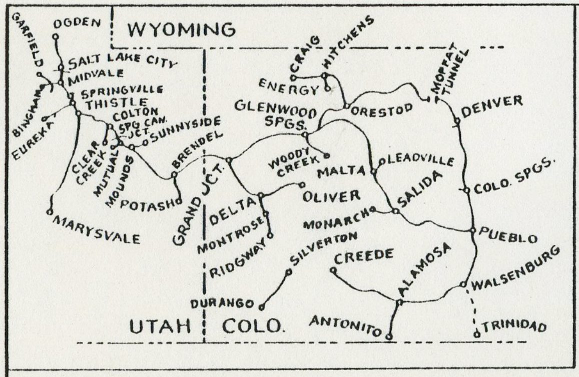
15

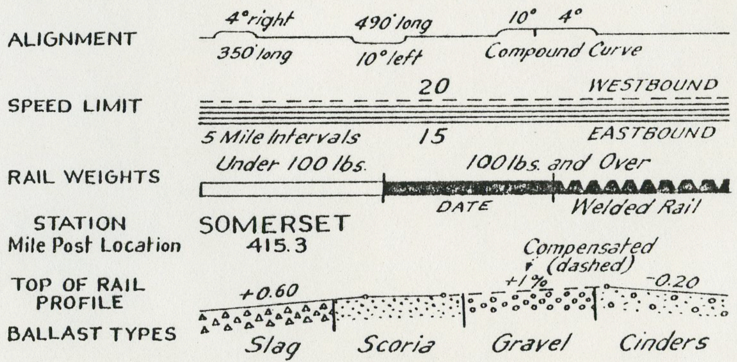
D. & R. G. W. R. R. Co.

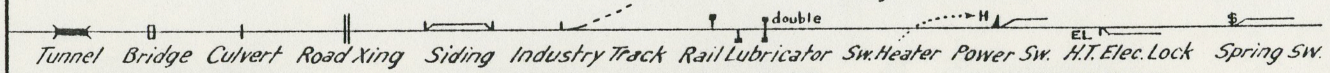
GRADE AND ALIGNMENT

PLEASANT VALLEY BRANCH

M.P. 0.00 to M.P. 21.54


OGDEN
WYOMING
GARFIELD
SALT LAKE CITY
MIDVALE
BINGHAM
SPRINGVILLE
THISTLE
EUREKA
COLTON
SPG. CAN. JCT.
SUNNYSIDE
CLEAR CREEK
MUTUAL
MOUNDS
POTASH
BRENDEL
GRAND JCT.
MARYSVALE
DELTA
MONTROSE
RIDGWAY
DURANGO
SILVERTON
CRAIG
HITCHENS
ENERGY
GLENWOOD SPGS.
WOODY CREEK
MALTA
OLIVER
MONARCH
CREEDE
ORESTOD
MOFFAT TUNNEL
DENVER
LEADVILLE
SALIDA
COLO. SPGS.
PUEBLO
ALAMOSA
WALSENBURG
ANTONITO
TRINIDAD
UTAH
COLO.


ALIGNMENT
4° right
350' long
490' long
10° left
10°
4°
Compound Curve
SPEED LIMIT
20
WESTBOUND
5 Mile Intervals
15
EASTBOUND
RAIL WEIGHTS
Under 100 lbs.
100 lbs. and Over
DATE
Welded Rail
STATION
Mile Post Location
SOMERSET
415.3
TOP OF RAIL PROFILE
+0.60
Compensated (dashed)
+1%
-0.20
BALLAST TYPES
Slag
Scoria
Gravel
Cinders


Tunnel
Bridge
Culvert
Road Xing
Siding
Industry Track
double
Rail Lubricator
Sw. Heater
H
Power Sw.
EL
H.T. Elec. Lock
$
Spring Sw.

ROAD CROSSINGS

Ⓟ .... Public Road
CO 56.... County Road
SH 32..... State Highway
US 6....... U.S. Highway
I 25....... Interstate
ELM ST... City Street

ROAD CROSSING PROTECTORS

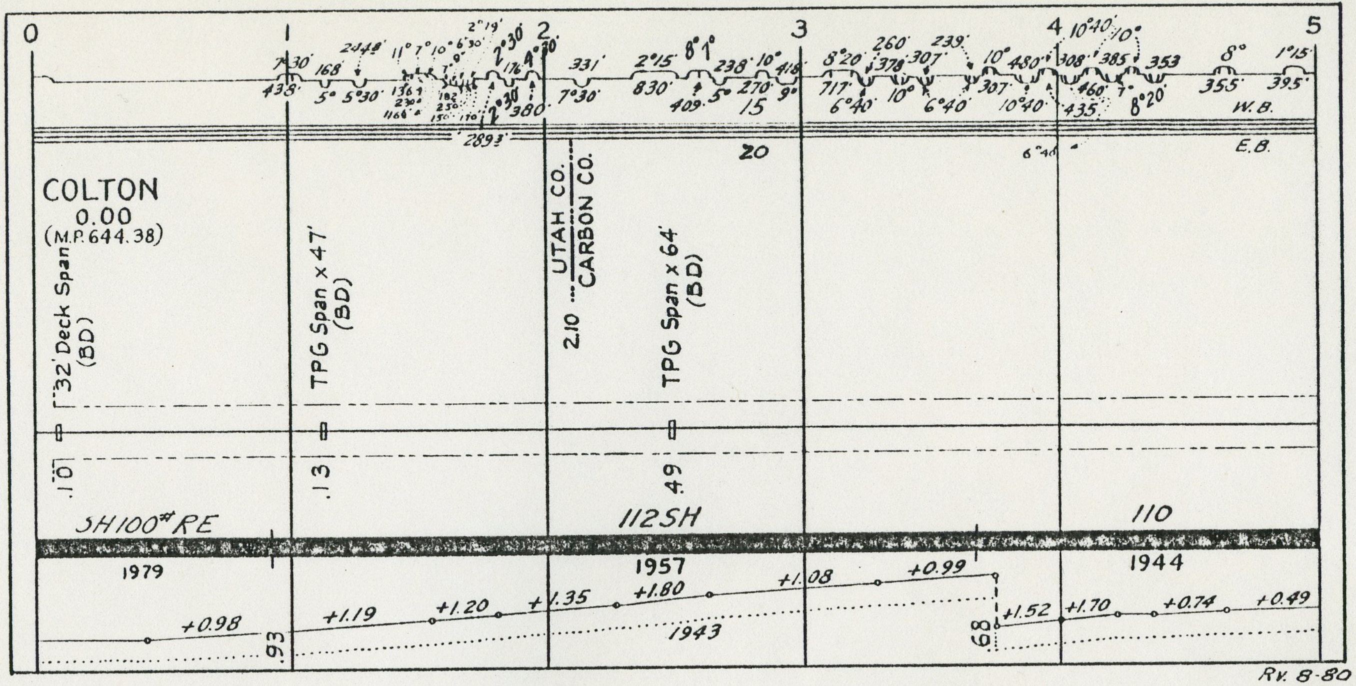
FL.... Flashing lights
B..... Bell
X..... Cross buck
N..... Private Crossing.
Y..... Flashing yellow
AG... Automatic gates
S....... Stop sign
TL..... City Traffic lights
GCP.... Predictor
M....... Motion detector
DE..... Dragging equip.

SIGNAL SYMBOLS

LH..... Left hand
R...... Repeater
HW.... High Water Det.
DY..... Double yellow
FY..... Flashing yellow
CO..... Call on
G...... Grade

53-1

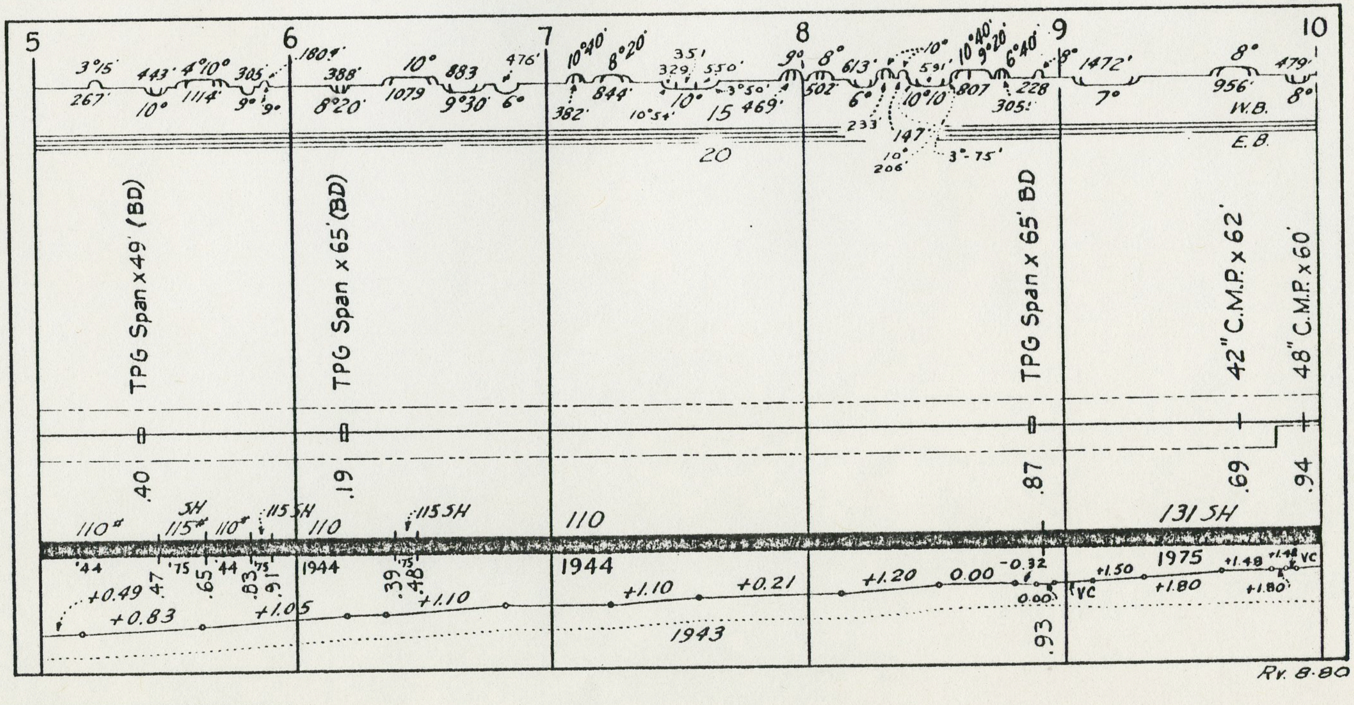
PLEASANT VALLEY BRANCH


0
1
2
3
4
5
COLTON
0.00
(M.P. 644.38)
32' Deck Span (BD)
.10
TPG Span x 47' (BD)
.13
2.10
UTAH CO.
CARBON CO.
TPG Span x 64' (BD)
.49
W.B.
E.B.
20
SH100# RE
112SH
110
1979
1957
1944
1943
+0.98
.93
+1.19
+1.20
+1.35
+1.80
+1.08
+0.99
.68
+1.52
+1.70
+0.74
+0.49

Rv. 8-80

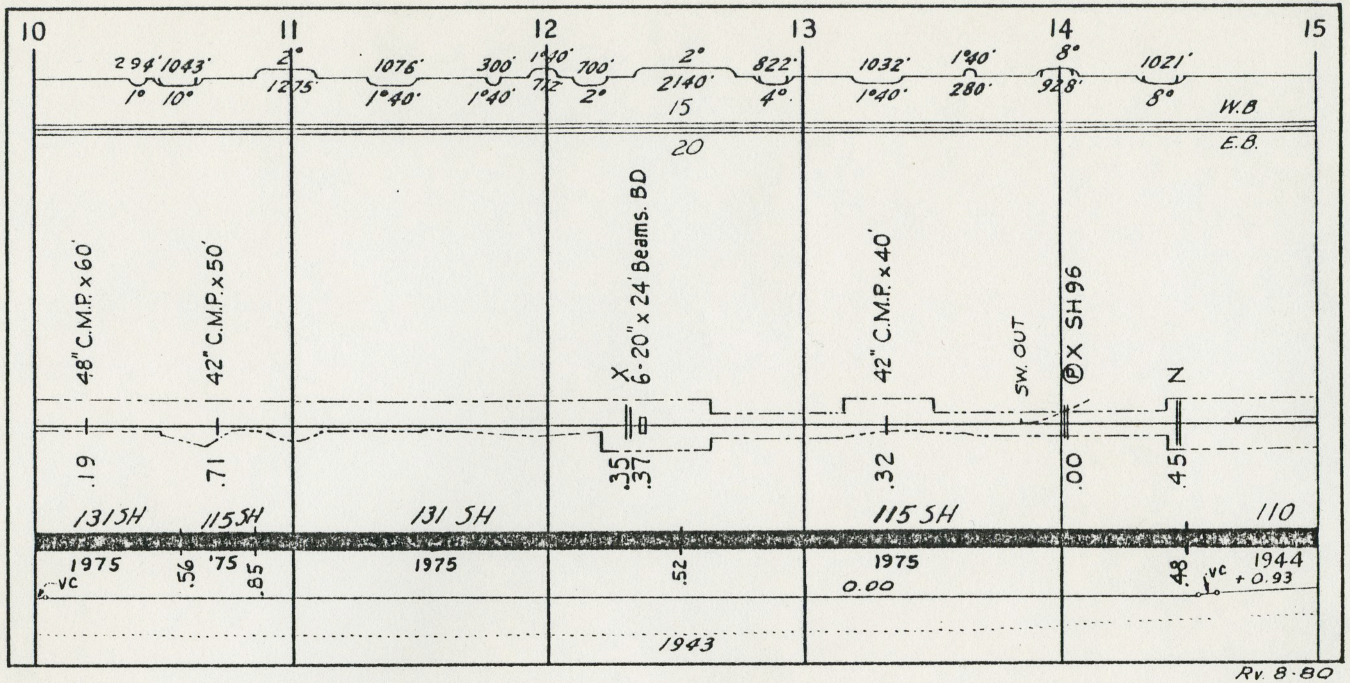
53-2

PLEASANT VALLEY BRANCH


5
6
7
8
9
10
TPG Span x 49' (BD)
.40
TPG Span x 65' (BD)
.19
TPG Span x 65' BD
.87
42" C.M.P. x 62'
.69
48" C.M.P. x 60'
.94
W.B.
E.B.
20
110#
115#
110#
115 SH
110
115 SH
110
131 SH
1944
1944
1975
1943
+0.49
+0.83
+1.05
+1.10
+1.10
+0.21
+1.20
0.00
-0.32
.93
+1.50
+1.80
+1.48
+1.80
VC

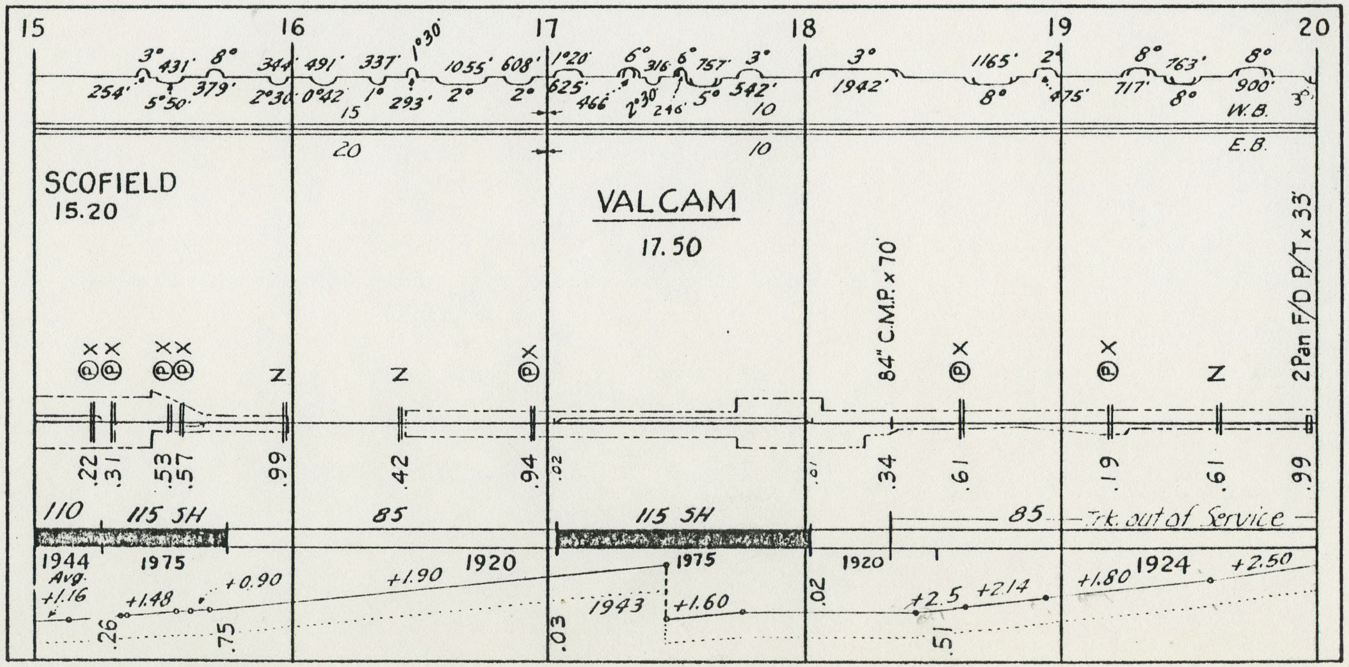
Rv. 8-80

PLEASANT VALLEY BRANCH

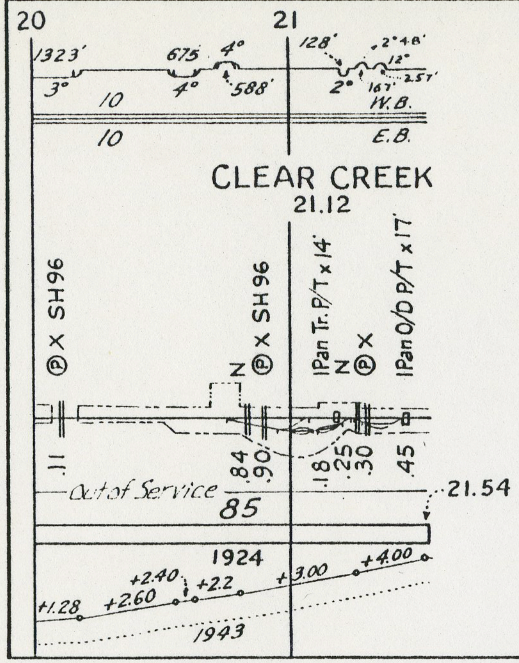

10
11
12
13
14
15
294' 1043'
1° 10°
2° 1275'
1076' 1°40'
300' 1°40'
1°40' 712
700' 2°
2° 2140' 15
822' 4°
1032' 1°40'
1°40' 280'
8° 928'
1021' 8°
W.B.
E.B.
20
48" C.M.P. x 60'
42" C.M.P. x 50'
X 6-20" x 24' Beams. BD
42" C.M.P. x 40'
SW. OUT
Ⓟ X SH 96
Z
.19
.71
.35
.37
.32
.00
.45
131 SH
115 SH
131 SH
115 SH
110
1975
.56
'75
.85
1975
.52
1975
0.00
.48
1944
VC
VC
+0.93
1943

Rv. 8-80

PLEASANT VALLEY BRANCH


15
16
17
18
19
20
3° 254' 431' 5°50'
8° 379'
344' 2°30'
491' 0°42'
337' 1° 15 293'
1°30'
1055' 2°
608' 2°
1°20' 625'
6° 466' 2°30' 316' 246'
6° 757' 5°
3° 542' 10
3° 1942'
1165' 8°
2° 475'
8° 717'
763' 8°
8° 900'
W.B.
3°
E.B.
20
10
SCOFIELD 15.20
VALCAM 17.50
84" C.M.P. x 70'
2 Pan F/D P/T x 33'
ⓅX ⓅX
ⓅX ⓅX
Z
Z
ⓅX
ⓅX
ⓅX
Z
.22
.31
.53
.57
.99
.42
.94
.02
.01
.34
.61
.19
.61
.99
110
115 SH
85
115 SH
85
Trk. out of Service
1944
1975
1920
1975
1920
1924
Avg. +1.16
+1.48
+0.90
+1.90
+1.60
+2.5
+2.14
+1.80
+2.50
.26
.75
.03
1943
.02
.51

Rv. 8-80


20
21
1323'
3°
675
4°
4°
588'
128'
2°4.8'
12°
2°
167'
257'
10
W.B.
10
E.B.
CLEAR CREEK
21.12
Ⓟ X SH96
N Ⓟ X SH96
1Pan Tr. P/T x 14'
N Ⓟ X
1Pan O/D P/T x 17'
.11
.84
.90
.18
.25
.30
.45
Out of Service
85
21.54
1924
+1.28
+2.60
+2.40
+2.2
+3.00
+4.00
1943

21.54 Miles
Rise 1,063' - Fall 3'

Built N.G. to Scofield in 1881.
" S.G. " " " 1890.
" S.G. " Clear Creek in 1899.
Line Change - Hale to Scofield in 1925.

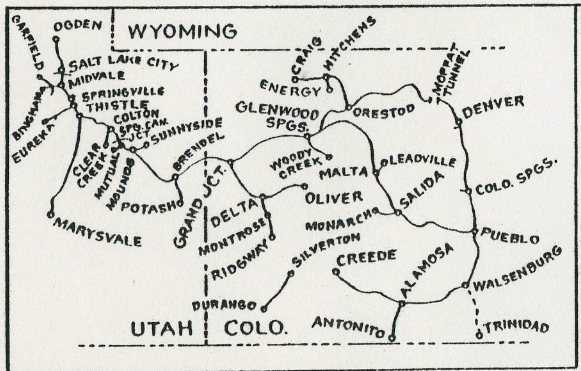
Elevations:
Colton 7,167'
Clear Creek 8,230'

Rv. 8-80

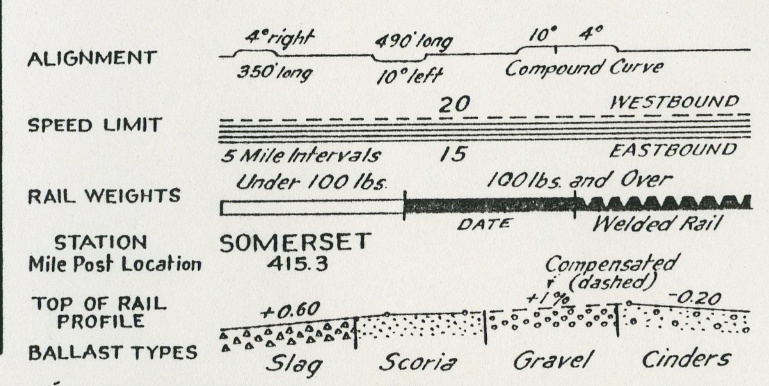
91

D. & R. G. W. R. R. Co.

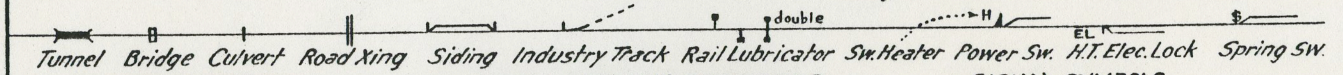
GRADE AND ALIGNMENT
MARYSVALE BRANCH
M.P. 0.00 to M.P. 132.81



WYOMING
UTAH
COLO.
OGDEN
GARFIELD
SALT LAKE CITY
MIDVALE
BINGHAM
EUREKA
SPRINGVILLE
THISTLE
COLTON
SPG. CAN. JCT.
SUNNYSIDE
CLEAR CREEK
MUTUAL
MOUNDS
POTASH
MARYSVALE
BRENDEL
GRAND JCT.
DELTA
MONTROSE
RIDGWAY
DURANGO
SILVERTON
GLENWOOD SPGS.
WOODY CREEK
OLIVER
CRAIG
HITCHENS
ENERGY
ORESTOD
MOFFAT TUNNEL
DENVER
MALTA
LEADVILLE
SALIDA
MONARCH
COLO. SPGS.
PUEBLO
CREEDE
ALAMOSA
ANTONITO
WALSENBURG
TRINIDAD



ALIGNMENT
4° right
350' long
490' long
10° left
10°
4°
Compound Curve
SPEED LIMIT
20
WESTBOUND
15
EASTBOUND
5 Mile Intervals
RAIL WEIGHTS
Under 100 lbs.
100 lbs. and Over
DATE
Welded Rail
STATION
Mile Post Location
SOMERSET
415.3
TOP OF RAIL PROFILE
+0.60
Compensated (dashed)
+1%
-0.20
BALLAST TYPES
Slag
Scoria
Gravel
Cinders



double
H
EL
$
Tunnel
Bridge
Culvert
Road Xing
Siding
Industry Track
Rail Lubricator
Sw. Heater
Power Sw.
H.T. Elec. Lock
Spring Sw.

ROAD CROSSINGS

Ⓟ .... Public Road
CO 56 ..... County Road
SH 32 ..... State Highway
US 6 ...... U.S. Highway
I 25 ...... Interstate
ELM ST. ... City Street

ROAD CROSSING PROTECTORS

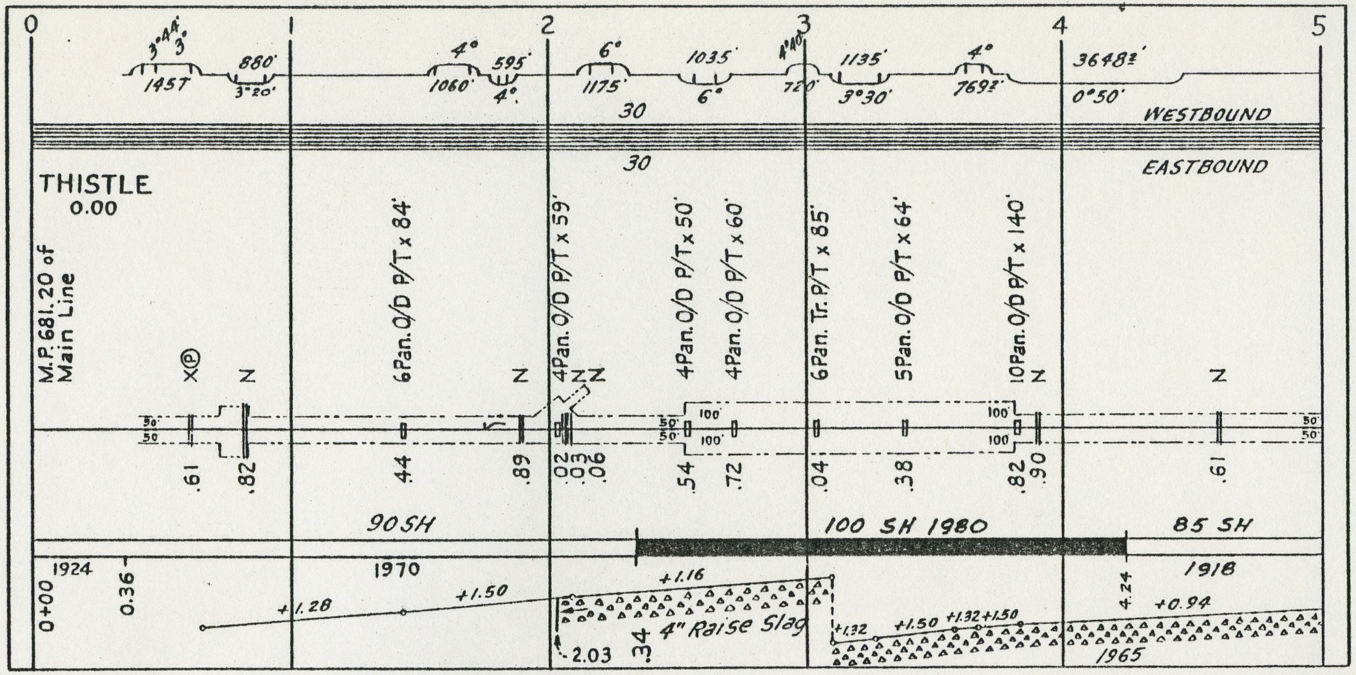
FL .... Flashing lights
B ..... Bell
X ..... Cross buck
N ..... Private Crossing
Y ..... Flashing yellow
AG ... Automatic gates

S .... Stop sign
TL ..... City Traffic lights
GCP ... Predictor
M ...... Motion detector
DE ..... Dragging equip.

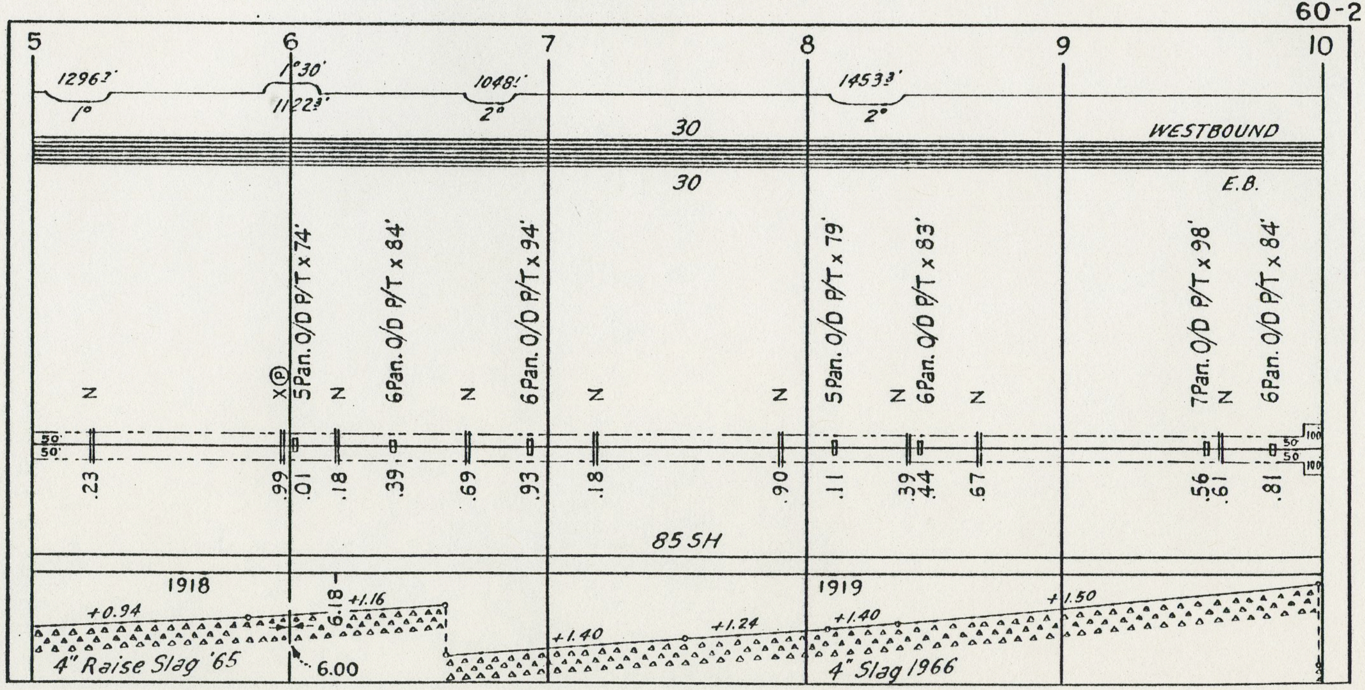
SIGNAL SYMBOLS

LH ..... Left hand
R ...... Repeater
HW .... High Water Det.
DY ..... Double yellow
FY ..... Flashing yellow
CO ..... Call on
G ...... Grade

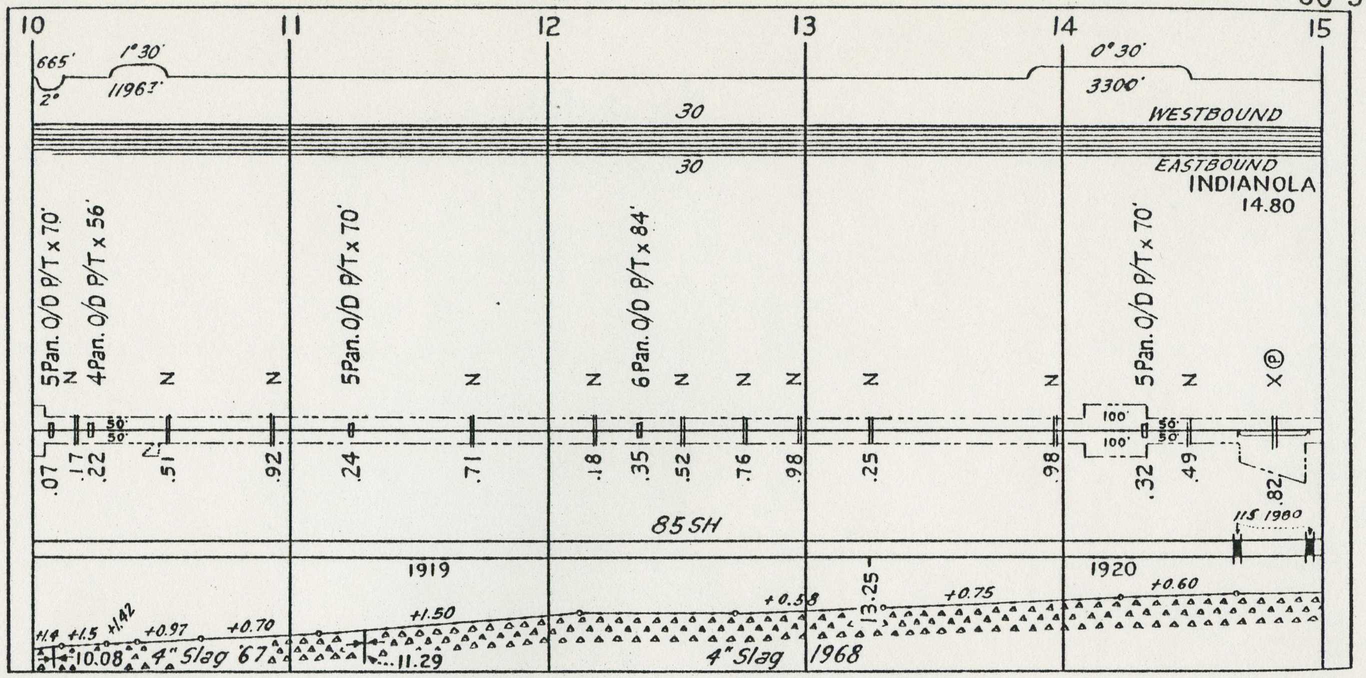
MARYSVALE BRANCH


0
1
2
3
4
5
3°44'
3°
1457
880'
3°20'
4°
1060'
595'
4°
6°
1175'
1035'
6°
4°40'
720'
1135'
3°30'
4°
769.2'
3648.2'
0°50'
30
WESTBOUND
30
EASTBOUND
THISTLE
0.00
M.P. 681.20 of Main Line
X(P)
N
6Pan. O/D P/T x 84'
N
4Pan. O/D P/T x 59'
N N
4Pan. O/D P/T x 50'
4Pan. O/D P/T x 60'
6Pan. Tr. P/T x 85'
5Pan. O/D P/T x 64'
10Pan. O/D P/T x 140'
N
N
50'
50'
100'
100'
100'
100'
.61
.82
.44
.89
.02
.03
.06
.54
.72
.04
.38
.82
.90
.61
90 SH
100 SH 1980
85 SH
1924
1970
1918
0+00
0.36
+1.28
+1.50
+1.16
4" Raise Slag
2.03
34
+1.32
+1.50
+1.32
+1.50
4.24
+0.94
1965

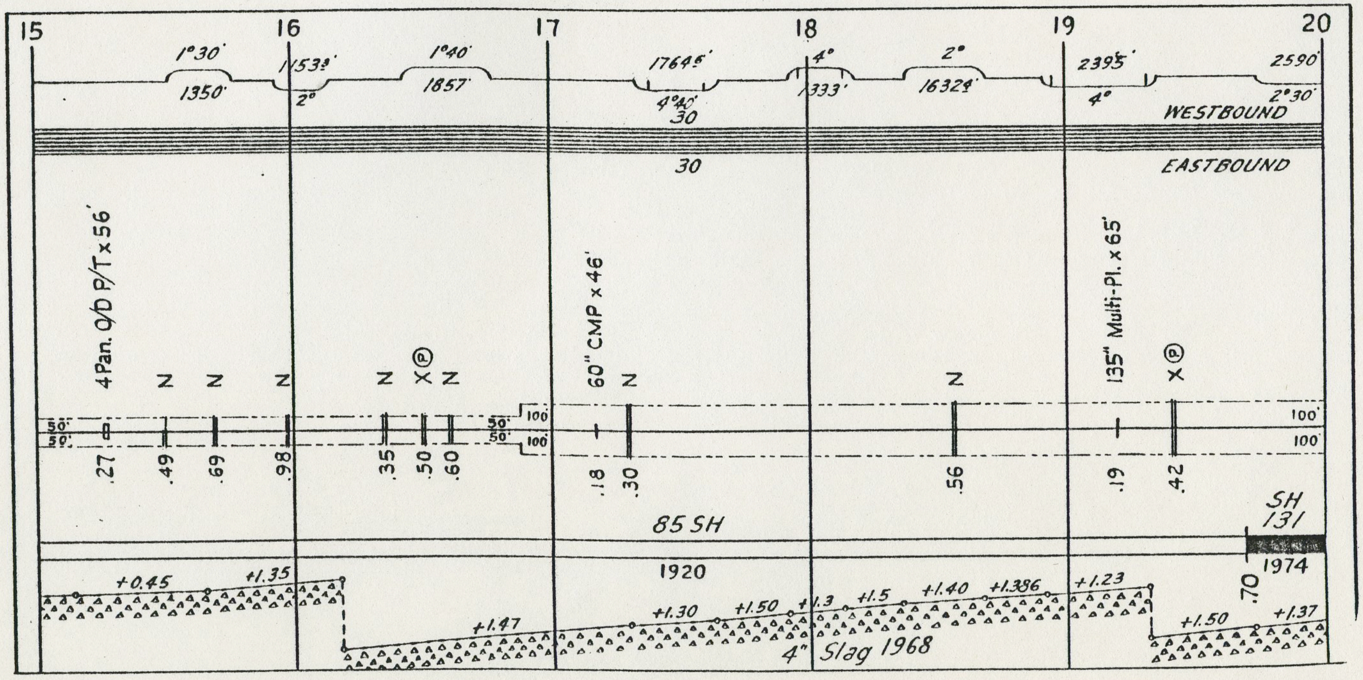
MARYSVALE BRANCH


5
6
7
8
9
10
1296.7'
1°
1°30'
1122.3'
1048.1'
2°
1453.3'
2°
30
WESTBOUND
30
E.B.
N
X(P)
5Pan. O/D P/T x 74'
N
6Pan. O/D P/T x 84'
N
6Pan. O/D P/T x 94'
N
N
5Pan. O/D P/T x 79'
N
6Pan. O/D P/T x 83'
N
7Pan. O/D P/T x 98'
N
6Pan. O/D P/T x 84'
50'
50'
100
100
.23
.99
.01
.18
.39
.69
.93
.18
.90
.11
.39
.44
.67
.56
.61
.81
85 SH
1918
1919
+0.94
6.18
+1.16
+1.40
+1.24
+1.40
+1.50
4" Raise Slag '65
6.00
4" Slag 1966

MARYSVALE BRANCH

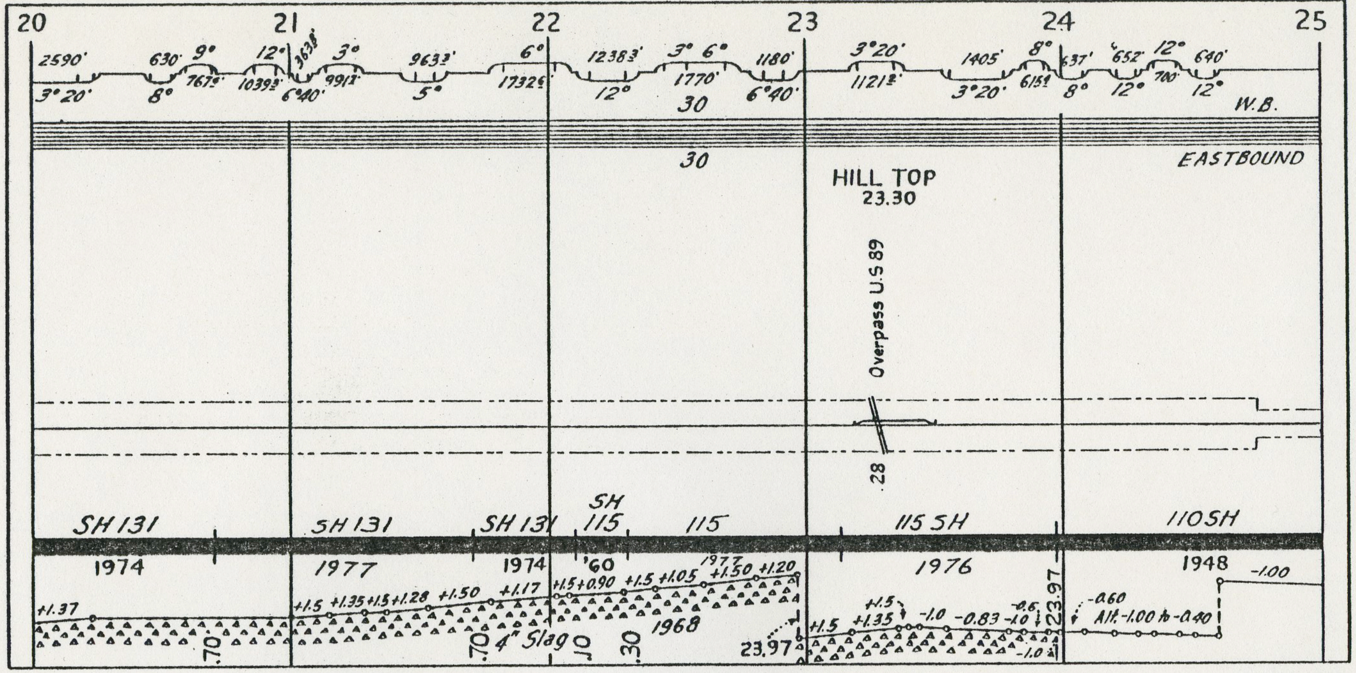

10
11
12
13
14
15
665'
2°
1°30'
1196.3'
0°30'
3300'
30
WESTBOUND
30
EASTBOUND
INDIANOLA
14.80
5Pan. O/D P/T x 70'
N
4Pan. O/D P/T x 56'
N
N
5Pan. O/D P/T x 70'
N
N
6 Pan. O/D P/T x 84'
N
N
N
N
N
5Pan. O/D P/T x 70'
N
X(P)
50'
50'
100'
100'
50'
50'
.07
.17
.22
.51
.92
.24
.71
.18
.35
.52
.76
.98
.25
.98
.32
.49
.82
85 SH
115 1980
1919
1920
13.25
+1.4
+1.5
+1.42
+0.97
+0.70
+1.50
+0.58
+0.75
+0.60
10.08
4" Slag 67
11.29
4" Slag 1968

MARYSVALE BRANCH


15
16
17
18
19
20
1°30'
1350'
1153.3'
2°
1°40'
1857'
1764.5'
4°40'
4°
1333'
2°
1632.4'
2395'
4°
2590'
2°30'
WESTBOUND
30
30
EASTBOUND
4Pan. O/D P/T x 56'
N
N
N
N
X(P)
N
60" CMP x 46'
N
N
135" Multi-Pl. x 65'
X(P)
50'
50'
50'
50'
100'
100'
100'
100'
.27
.49
.69
.98
.35
.50
.60
.18
.30
.56
.19
.42
85 SH
SH 131
1974
1920
.70
+0.45
+1.35
+1.47
+1.30
+1.50
+1.3
+1.5
+1.40
+1.386
+1.23
+1.50
+1.37
4" Slag 1968

60-5

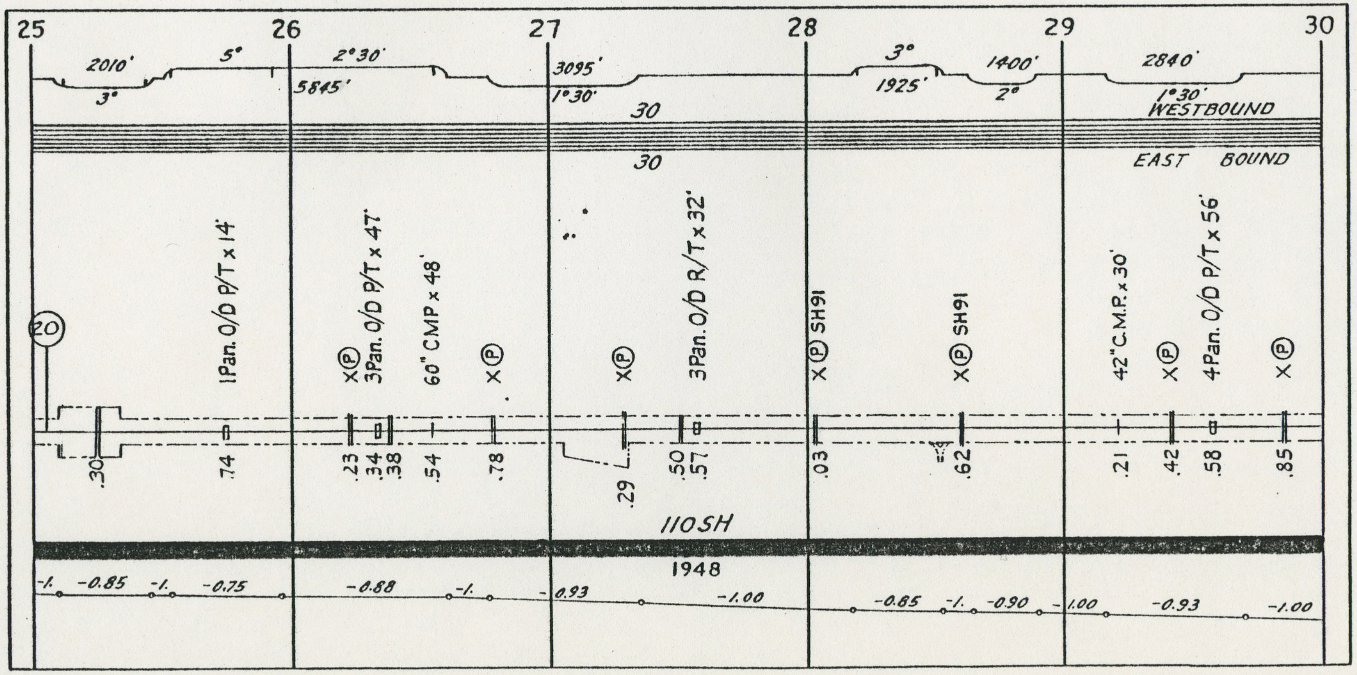
MARYSVALE BRANCH



20
21
22
23
24
25
2590'
3°20'
630'
8°
9°
767'
12°
1039'
363'
6°40'
3°
991'
9633'
5°
6°
1732'
12383'
12°
3° 6°
1770'
30
1180'
6°40'
3°20'
1121'
1405'
3°20'
8°
615'
637'
8°
652'
12°
12°
700'
640'
12°
W.B.
30
EASTBOUND
HILL TOP
23.30
Overpass U.S 89
.28
SH131
SH131
SH131
SH
115
115
115 SH
110SH
1974
1977
1974
'60
1976
1948
+1.37
.70
+1.5 +1.35 +1.3 +1.28 +1.50
+1.17
+1.5 +0.90 +1.5 +1.05
1977
+1.50 +1.20
.70 4" Slag .10 .30
1968
23.97
+1.5
+1.5
+1.35
-1.0 -0.83 -1.0
-0.6
-1.0
23.97
-0.60
Alt. -1.00 to -0.40
-1.00

60-6

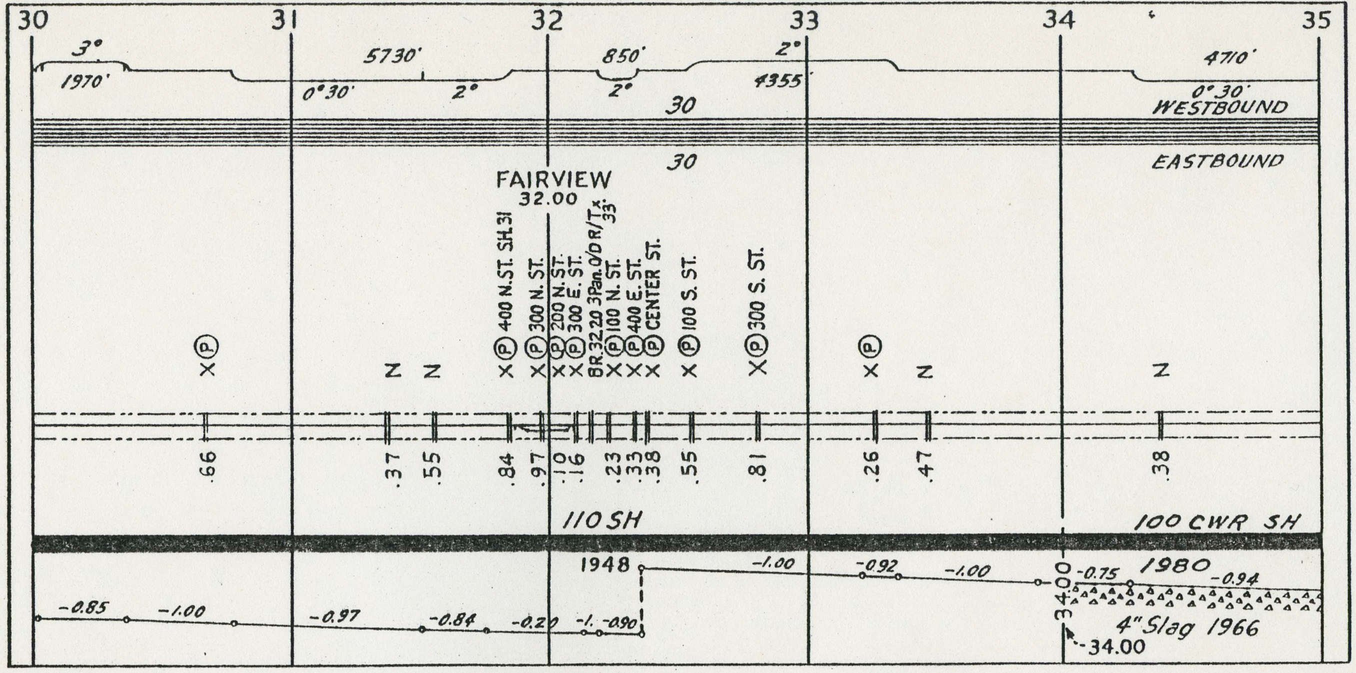
MARYSVALE BRANCH



25
26
27
28
29
30
2010'
3°
5°
2°30'
5845'
3095'
1°30'
30
3°
1925'
1400'
2°
2840'
1°30'
WESTBOUND
30
EAST BOUND
20
.30
1Pan. O/D P/T x 14'
.74
X Ⓟ
3Pan. O/D P/T x 47'
.23
.34
.38
60" CMP x 48'
.54
X Ⓟ
.78
X Ⓟ
.29
3Pan. O/D R/T x 32'
.50
.57
X Ⓟ SH91
.03
X Ⓟ SH91
.62
42" C.M.P. x 30'
.21
X Ⓟ
.42
4Pan. O/D P/T x 56'
.58
X Ⓟ
.85
110SH
1948
-1.
-0.85
-1.
-0.75
-0.88
-1.
-0.93
-1.00
-0.85
-1.
-0.90
-1.00
-0.93
-1.00

MARYSVALE BRANCH

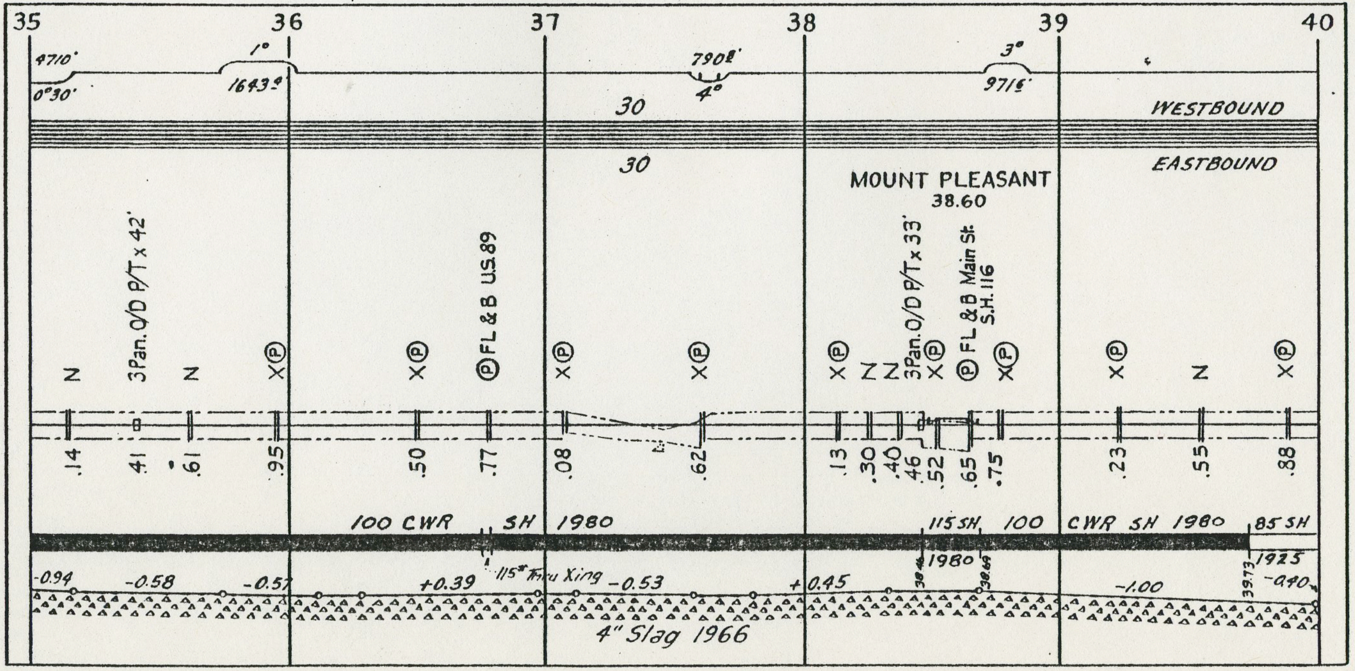
60-7



30
31
32
33
34
35
3°
1970'
5730'
0°30'
2°
850'
2°
2°
4355'
4710'
0°30'
30
WESTBOUND
30
EASTBOUND
FAIRVIEW
32.00
X Ⓟ
N N
X Ⓟ 400 N. ST. SH.31
X Ⓟ 300 N. ST.
X Ⓟ 200 N. ST.
X Ⓟ 300 E. ST.
BR. 32.20 3Pan. O/D R/Tx 33'
X Ⓟ 100 N. ST.
X Ⓟ 400 E. ST.
X Ⓟ CENTER ST.
X Ⓟ 100 S. ST.
X Ⓟ 300 S. ST.
X Ⓟ
N
N
.66
.37
.55
.84
.97
.10
.16
.23
.33
.38
.55
.81
.26
.47
.38
110 SH
100 CWR SH
1948
1980
-0.85
-1.00
-0.97
-0.84
-0.20
-1.
-0.90
-1.00
-0.92
-1.00
34.00
-0.75
-0.94
4" Slag 1966
34.00

MARYSVALE BRANCH

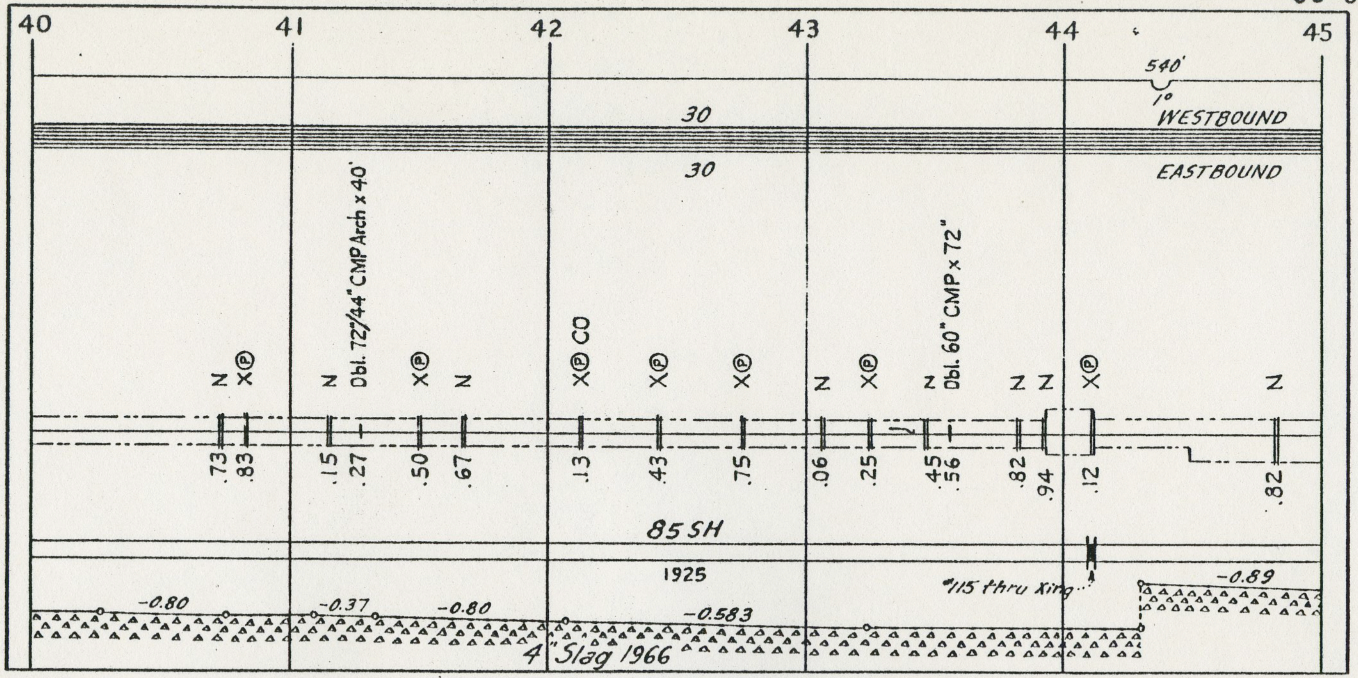
60-8



35
36
37
38
39
40
4710'
0°30'
1°
1643.9'
790.8'
4°
3°
971.6'
30
WESTBOUND
30
EASTBOUND
MOUNT PLEASANT
38.60
N
3Pan. O/D P/T x 42'
N
X Ⓟ
X Ⓟ
Ⓟ FL & B U.S. 89
X Ⓟ
X Ⓟ
X Ⓟ
N N
3Pan. O/D P/T x 33'
X Ⓟ
Ⓟ FL & B Main St. S.H. 116
X Ⓟ
X Ⓟ
N
X Ⓟ
.14
.41
.61
.95
.50
.77
.08
.62
.13
.30
.40
.46
.52
.65
.75
.23
.55
.88
100 CWR SH 1980
115 SH
100 CWR SH 1980
85 SH
1980
1925
115# Thru Xing
-0.94
-0.58
-0.57
+0.39
-0.53
+0.45
-1.00
-0.40
38.46
38.69
39.73
4" Slag 1966

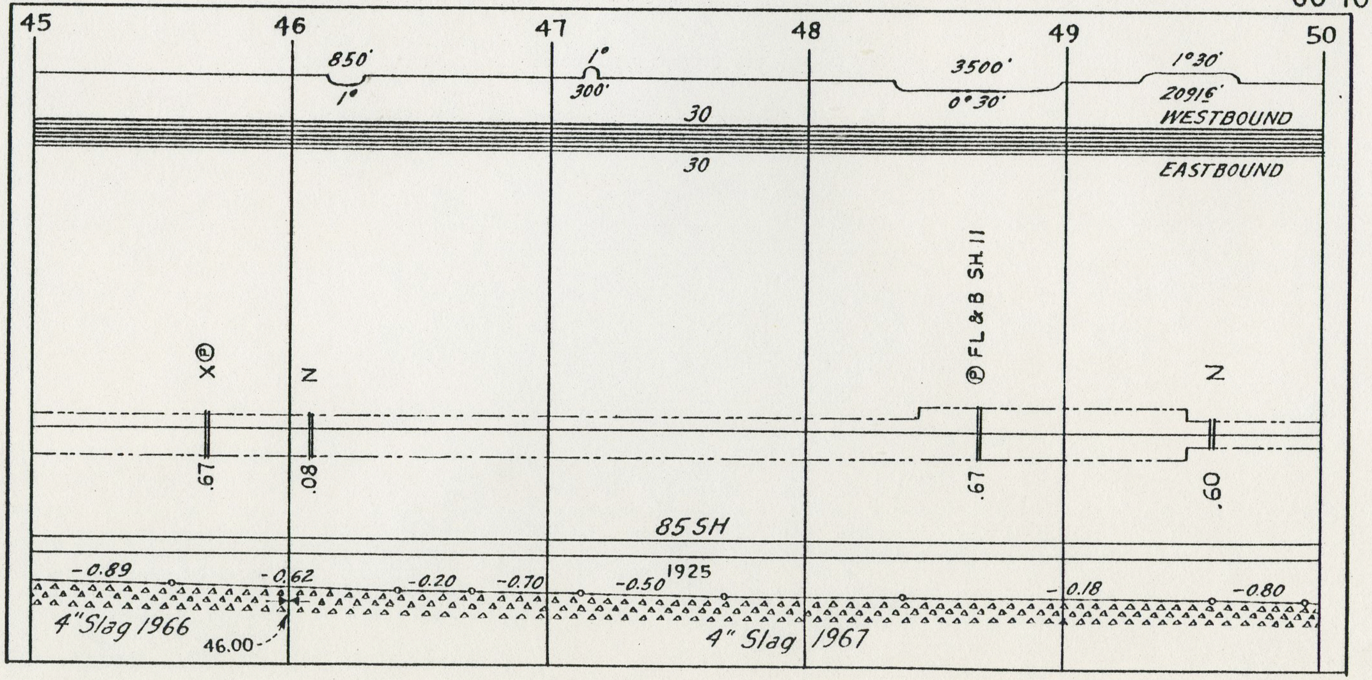
MARYSVALE BRANCH

60-9


40
41
42
43
44
45
540'
1°
30
WESTBOUND
30
EASTBOUND
N
XⓅ
N
Dbl. 72"/44" CMP Arch x 40'
XⓅ
N
XⓅ CO
XⓅ
XⓅ
N
XⓅ
N
Dbl. 60" CMP x 72"
N
Z
XⓅ
N
.73
.83
.15
.27
.50
.67
.13
.43
.75
.06
.25
.45
.56
.82
.94
.12
.82
85 SH
1925
-0.80
-0.37
-0.80
-0.583
-0.89
"115 thru Xing
4" Slag 1966

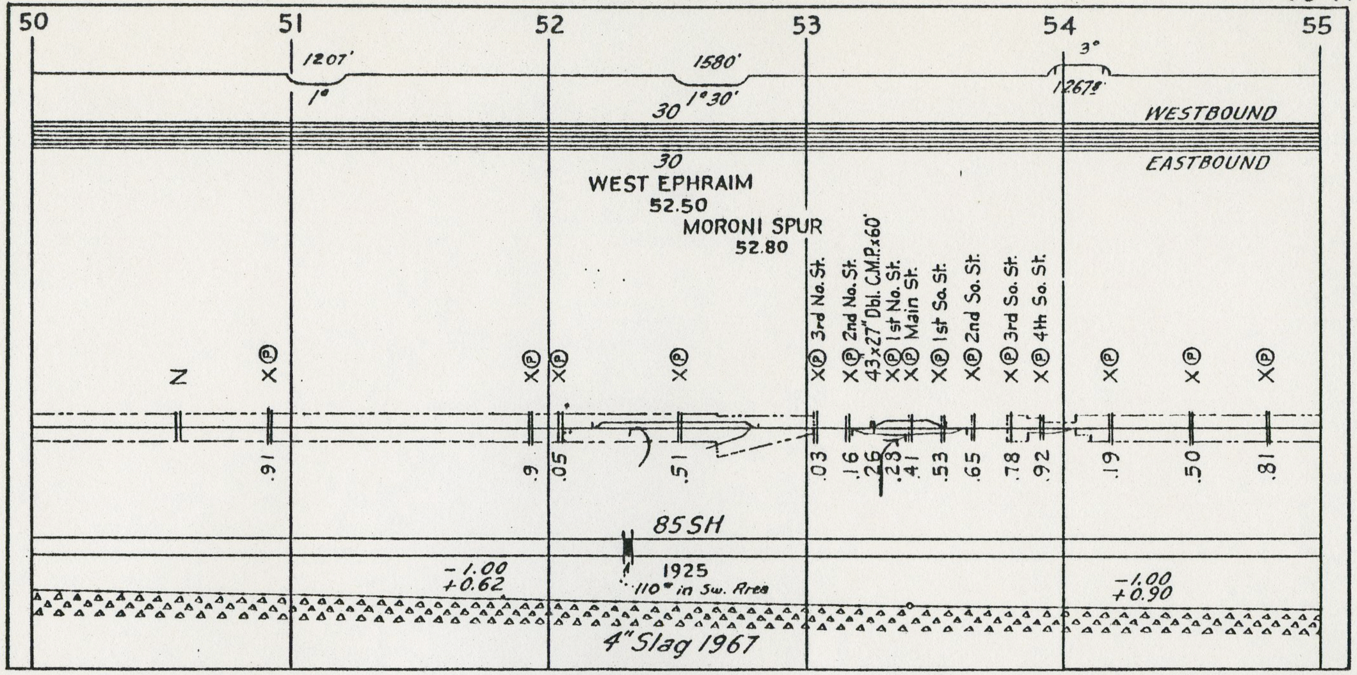
MARYSVALE BRANCH

60-10


45
46
47
48
49
50
850'
1°
1°
300'
3500'
0°30'
1°30'
2091.6'
30
WESTBOUND
30
EASTBOUND
XⓅ
N
Ⓟ FL & B SH. 11
N
.67
.08
.67
.60
85 SH
1925
-0.89
-0.62
-0.20
-0.70
-0.50
-0.18
-0.80
4" Slag 1966
46.00
4" Slag 1967

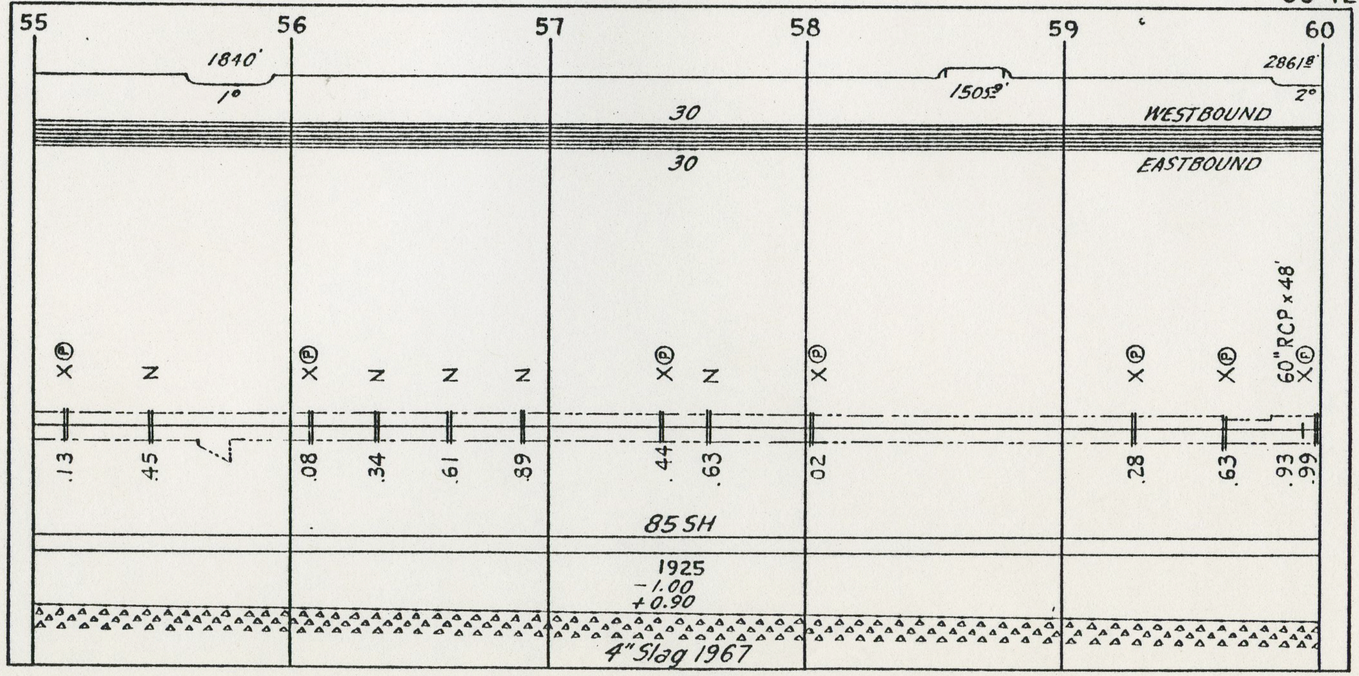
MARYSVALE BRANCH

60-11


50
51
52
53
54
55
1207'
1°
1580'
1°30'
3°
1267.8'
30
WESTBOUND
30
EASTBOUND
WEST EPHRAIM
52.50
MORONI SPUR
52.80
N
X℗
X℗
X℗
X℗
X℗ 3rd No. St.
X℗ 2nd No. St.
43"x27" Dbl. C.M.P. x 60'
X℗ 1st No. St.
X℗ Main St.
X℗ 1st So. St.
X℗ 2nd So. St.
X℗ 3rd So. St.
X℗ 4th So. St.
X℗
X℗
X℗
.91
.9
.05
.51
.03
.16
.26
.28
.41
.53
.65
.78
.92
.19
.50
.81
85 SH
−1.00
+0.62
1925
110# in Sw. Area
−1.00
+0.90
4" Slag 1967

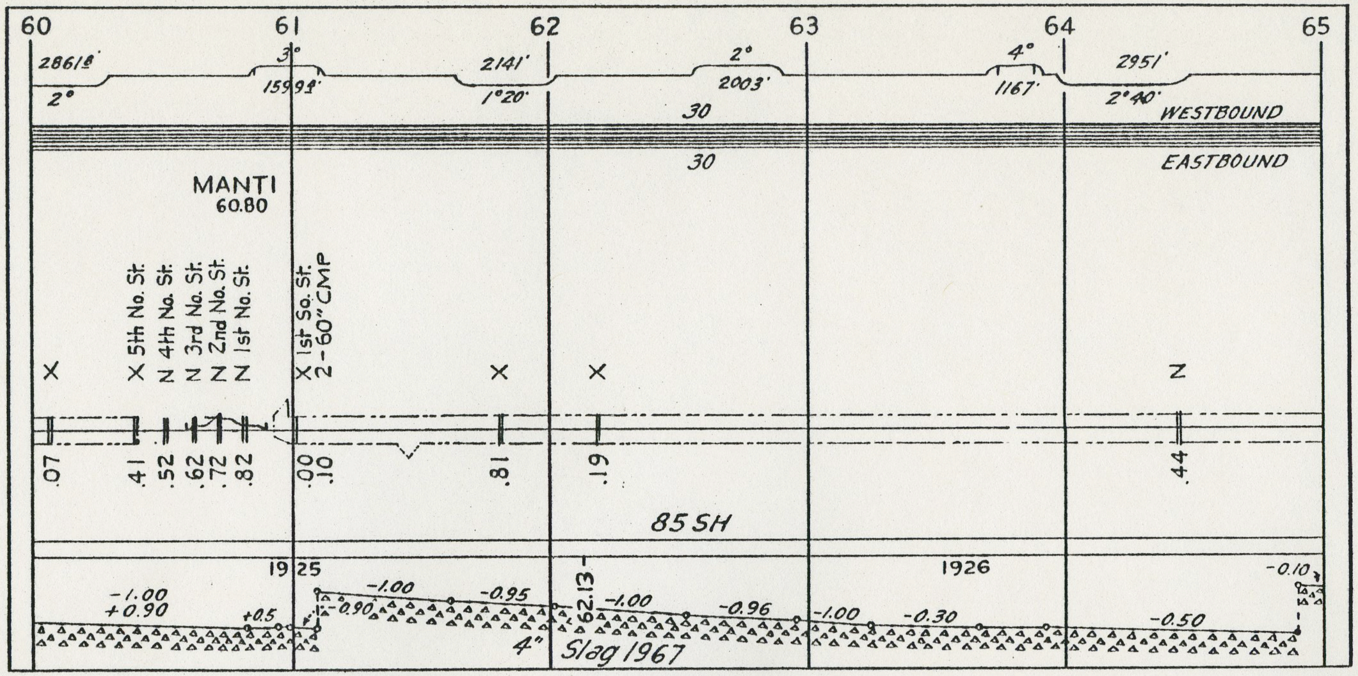
MARYSVALE BRANCH

60-12


55
56
57
58
59
60
1840'
1°
1505.9'
2861.8'
2°
30
WESTBOUND
30
EASTBOUND
X℗
N
X℗
N
N
N
X℗
N
X℗
X℗
X℗
60" RCP x 48'
X(F)
.13
.45
.08
.34
.61
.89
.44
.63
.02
.28
.63
.93
.99
85 SH
1925
−1.00
+0.90
4" Slag 1967

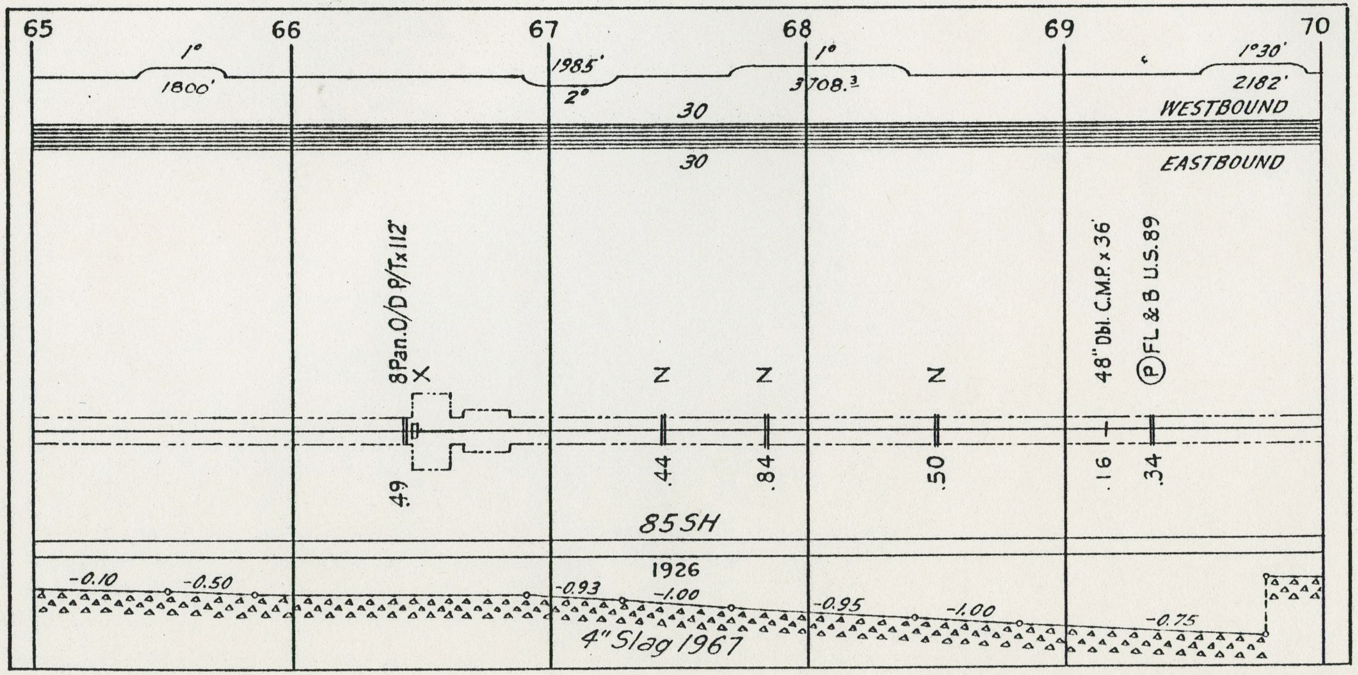
60-13

MARYSVALE BRANCH


60
61
62
63
64
65
2861.8'
2°
3°
1599.3'
2141'
1°20'
2°
2003'
4°
1167'
2951'
2°40'
30
WESTBOUND
30
EASTBOUND
MANTI
60.80
X
X 5th No. St.
N 4th No. St.
N 3rd No. St.
N 2nd No. St.
N 1st No. St.
X 1st So. St.
2-60" CMP
X
X
N
.07
.41
.52
.62
.72
.82
.00
.10
.81
.19
.44
85 SH
1925
1926
-1.00
+0.90
+0.5
-0.90
-1.00
-0.95
62.13
-1.00
-0.96
-1.00
-0.30
-0.50
-0.10
4"
Slag 1967

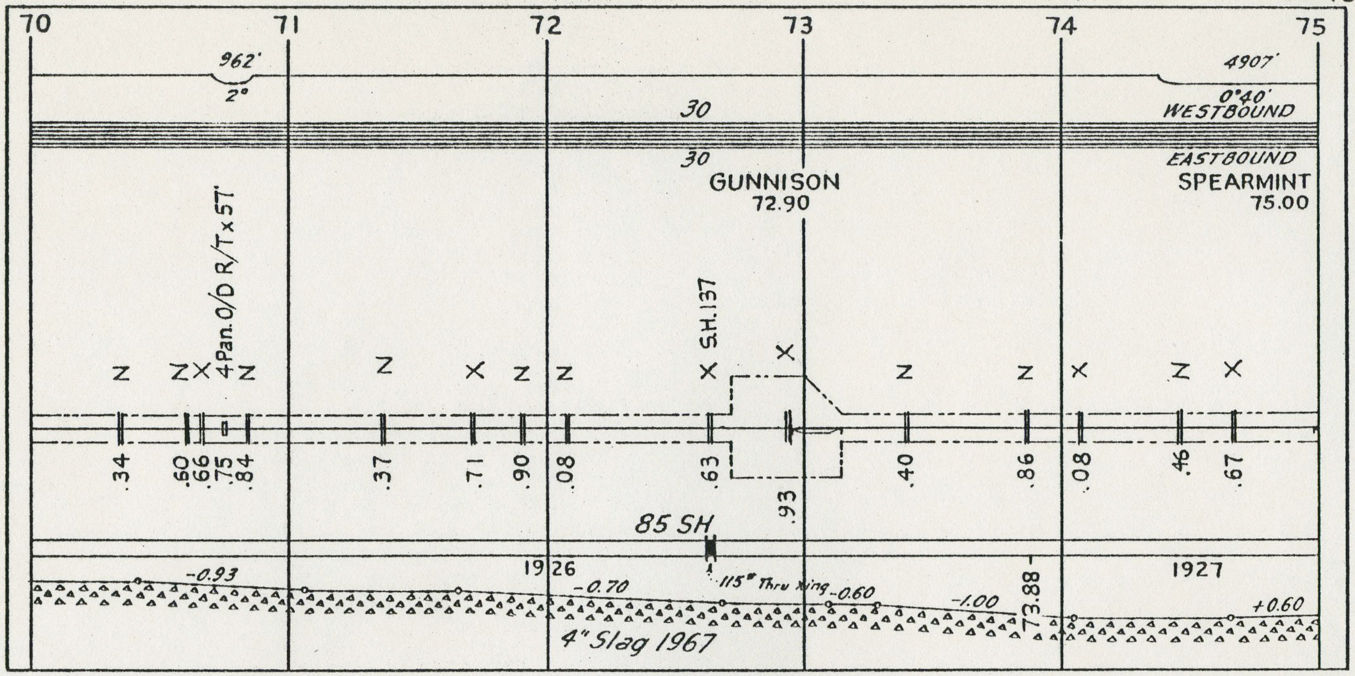
60-14

MARYSVALE BRANCH


65
66
67
68
69
70
1°
1800'
1985'
2°
1°
3708.3
1°30'
2182'
30
WESTBOUND
30
EASTBOUND
8Pan. O/D P/Tx 112
X
Z
Z
Z
48" Dbl. C.M.P. x 36'
Ⓟ FL & B U.S. 89
.49
.44
.84
.50
.16
.34
85 SH
1926
-0.10
-0.50
-0.93
-1.00
-0.95
-1.00
-0.75
4" Slag 1967

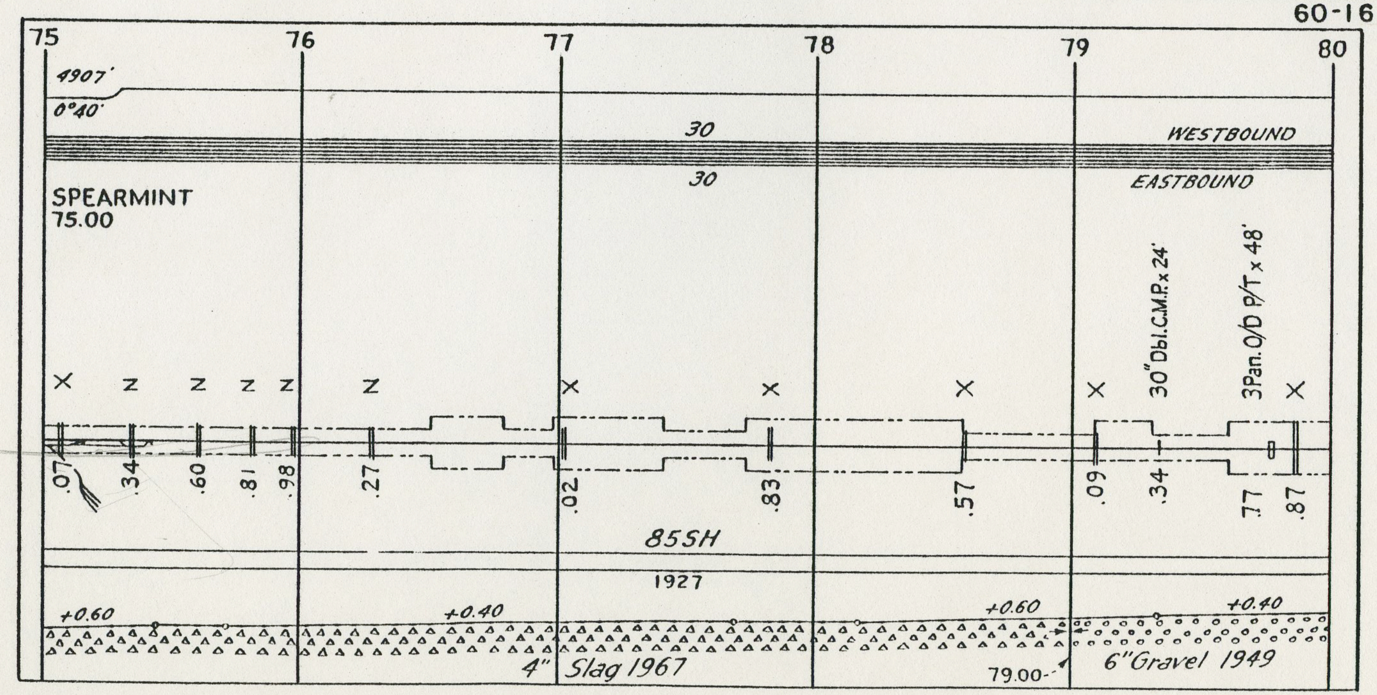
MARYSVALE BRANCH

60-15


70
71
72
73
74
75
962'
2°
4907'
0°40'
30
WESTBOUND
30
EASTBOUND
GUNNISON
72.90
SPEARMINT
75.00
4Pan.O/D R/T x 5T'
S.H.137
.34
.60
.66
.75
.84
.37
.71
.90
.08
.63
.93
.40
.86
.08
.46
.67
85 SH
1926
1927
73.88
115# Thru Wing
-0.93
-0.70
-0.60
-1.00
+0.60
4" Slag 1967

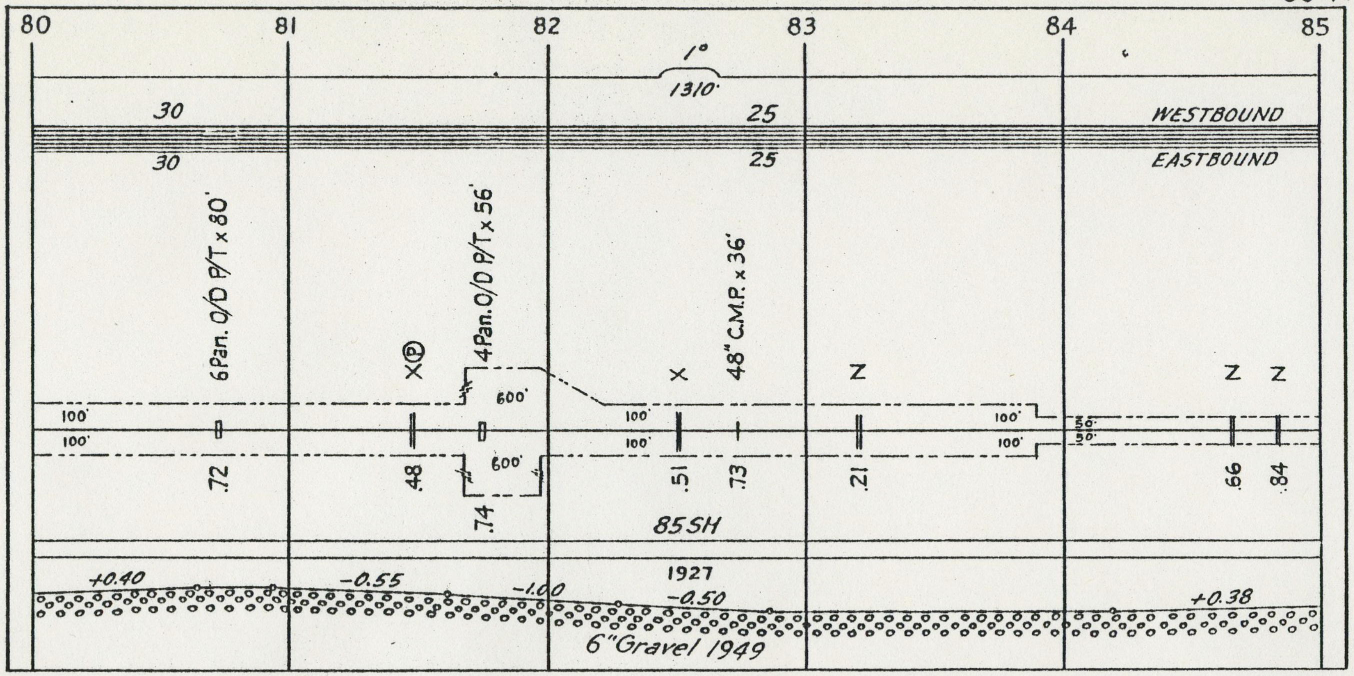
MARYSVALE BRANCH

60-16


75
76
77
78
79
80
4907'
0°40'
30
WESTBOUND
30
EASTBOUND
SPEARMINT
75.00
30"Dbl.C.M.P. x 24'
3Pan.O/D P/T x 48'
.07
.34
.60
.81
.98
.27
.02
.83
.57
.09
.34
.77
.87
85SH
1927
+0.60
+0.40
+0.60
+0.40
4" Slag 1967
79.00
6"Gravel 1949

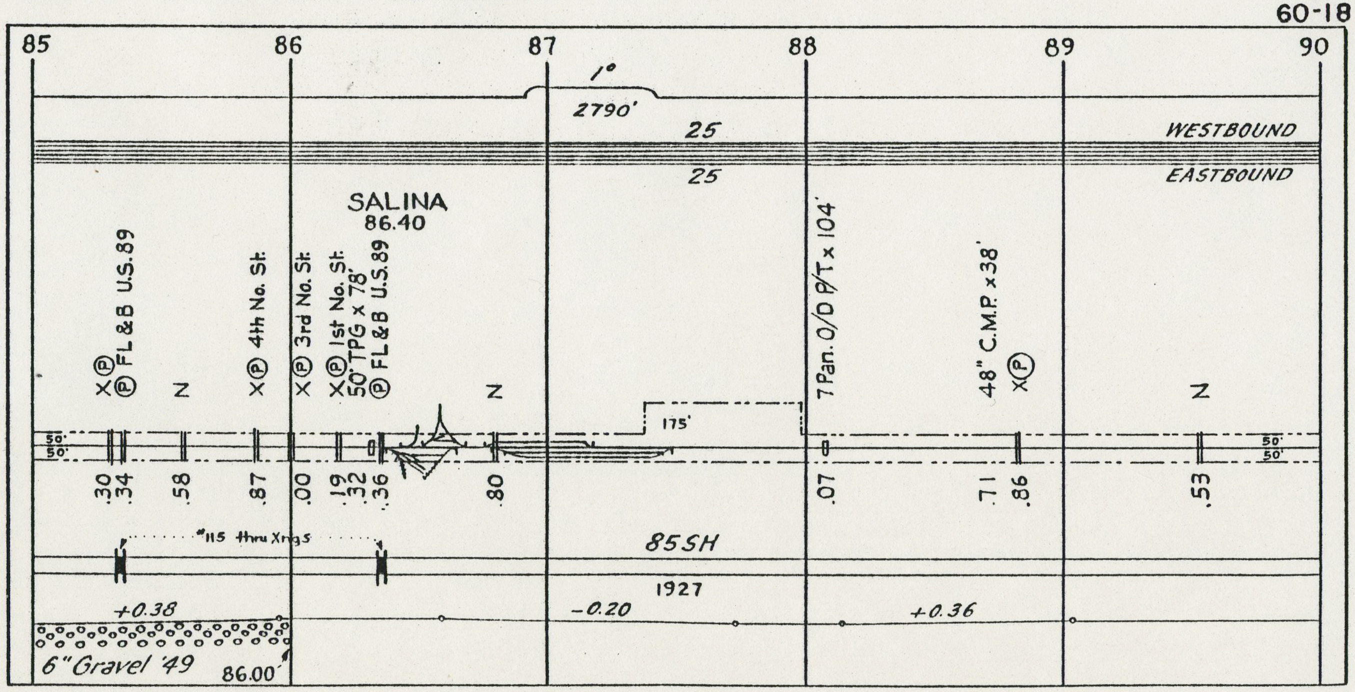
MARYSVALE BRANCH

60-17


80
81
82
83
84
85
1°
1310'
30
30
25
25
WESTBOUND
EASTBOUND
6 Pan. O/D P/T x 80'
XⓅ
4 Pan. O/D P/T x 56'
X
48" C.M.P. x 36'
Z
Z
Z
100'
100'
600'
600'
100'
100'
100'
100'
50'
50'
.72
.48
.74
.51
.73
.21
.66
.84
85SH
1927
+0.40
-0.55
-1.00
-0.50
+0.38
6" Gravel 1949

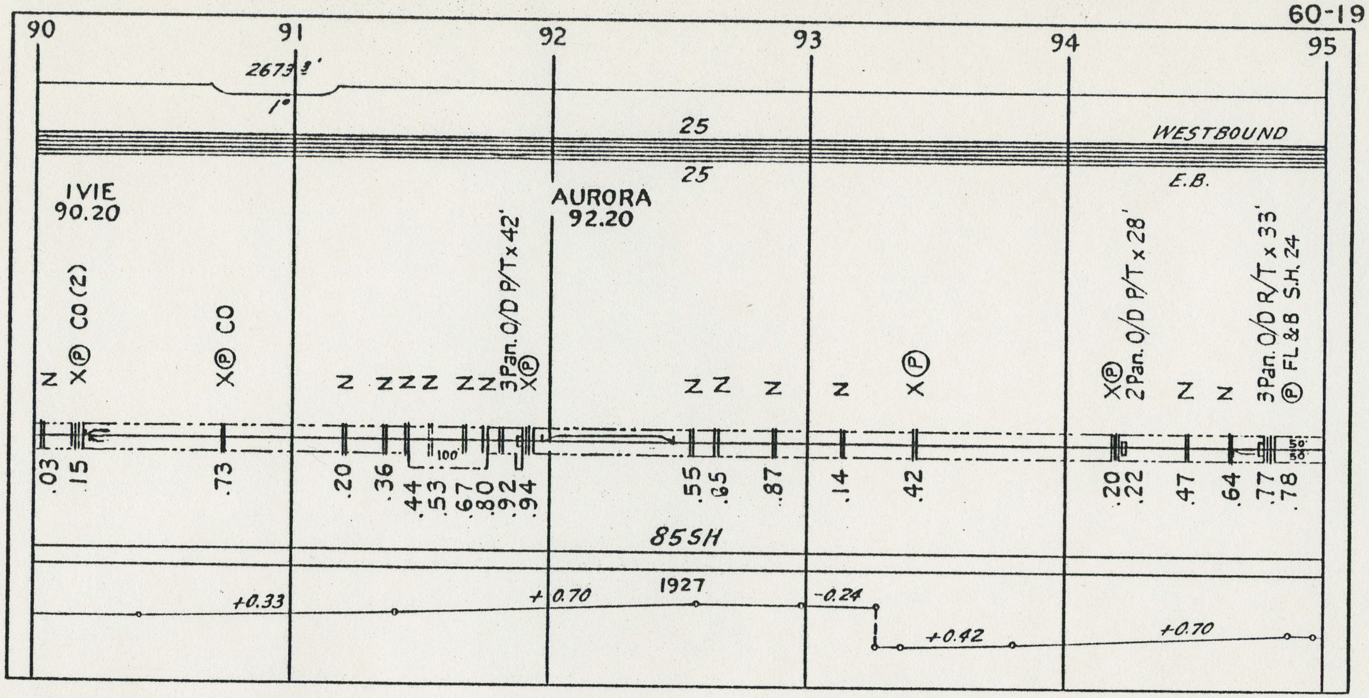
MARYSVALE BRANCH

60-18


85
86
87
88
89
90
1°
2790'
25
25
WESTBOUND
EASTBOUND
SALINA
86.40
XⓅ Ⓟ FL&B U.S.89
Z
XⓅ 4th No. St.
XⓅ 3rd No. St.
XⓅ 1st No. St.
50' TPG x 78'
Ⓟ FL&B U.S.89
Z
7 Pan. O/D P/T x 104'
48" C.M.P. x 38'
XⓅ
Z
50'
50'
175'
50'
50'
.30
.34
.58
.87
.00
.19
.32
.36
.80
.07
.71
.86
.53
115 thru Xngs
85SH
1927
+0.38
-0.20
+0.36
6" Gravel '49
86.00'

MARYSVALE BRANCH

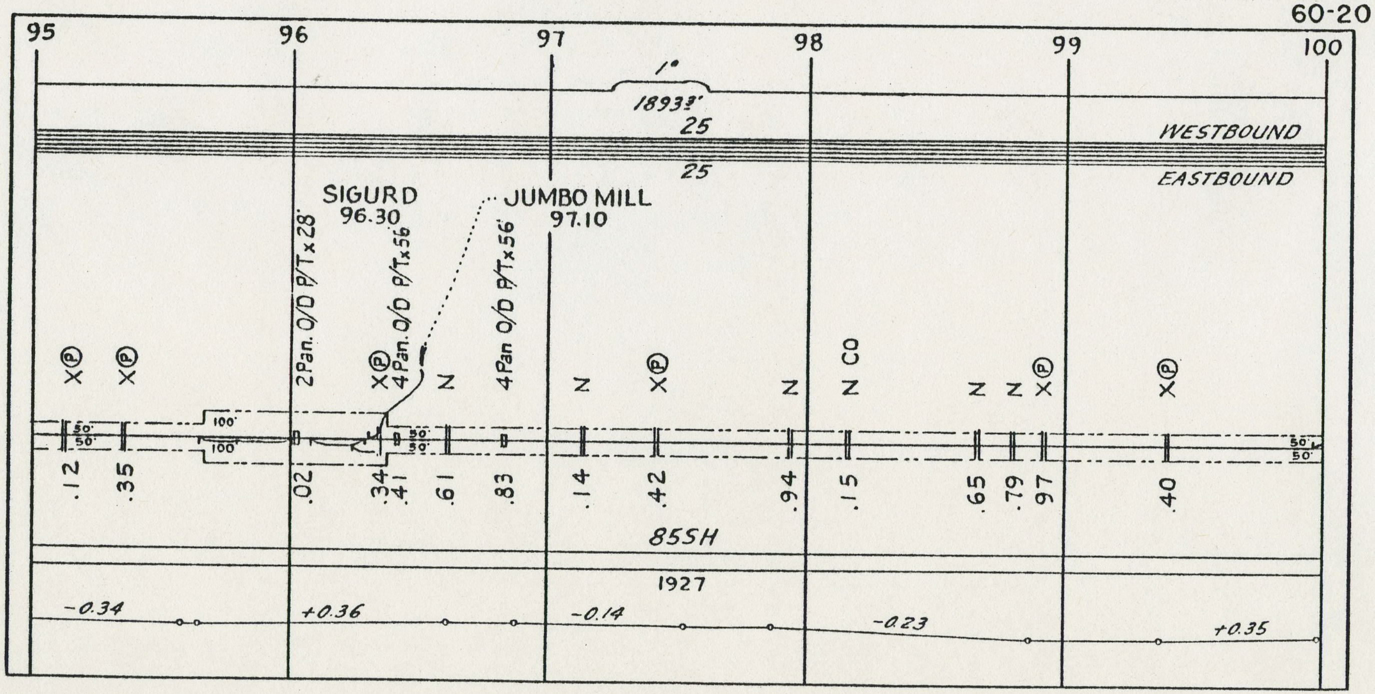
60-19



90
91
92
93
94
95
2673 3/4'
1°
25
WESTBOUND
25
E.B.
IVIE
90.20
AURORA
92.20
N
X(P) CO (2)
X(P) CO
N
ZZZ
ZZ
3Pan. O/D P/T x 42'
X(P)
ZZ
N
N
X(P)
X(P)
2Pan. O/D P/T x 28'
N
N
3Pan. O/D R/T x 33'
(P) FL&B S.H. 24
100'
50'
.03
.15
.73
.20
.36
.44
.53
.67
.80
.92
.94
.55
.65
.87
.14
.42
.20
.22
.47
.64
.77
.78
85SH
1927
+0.33
+0.70
-0.24
+0.42
+0.70

MARYSVALE BRANCH

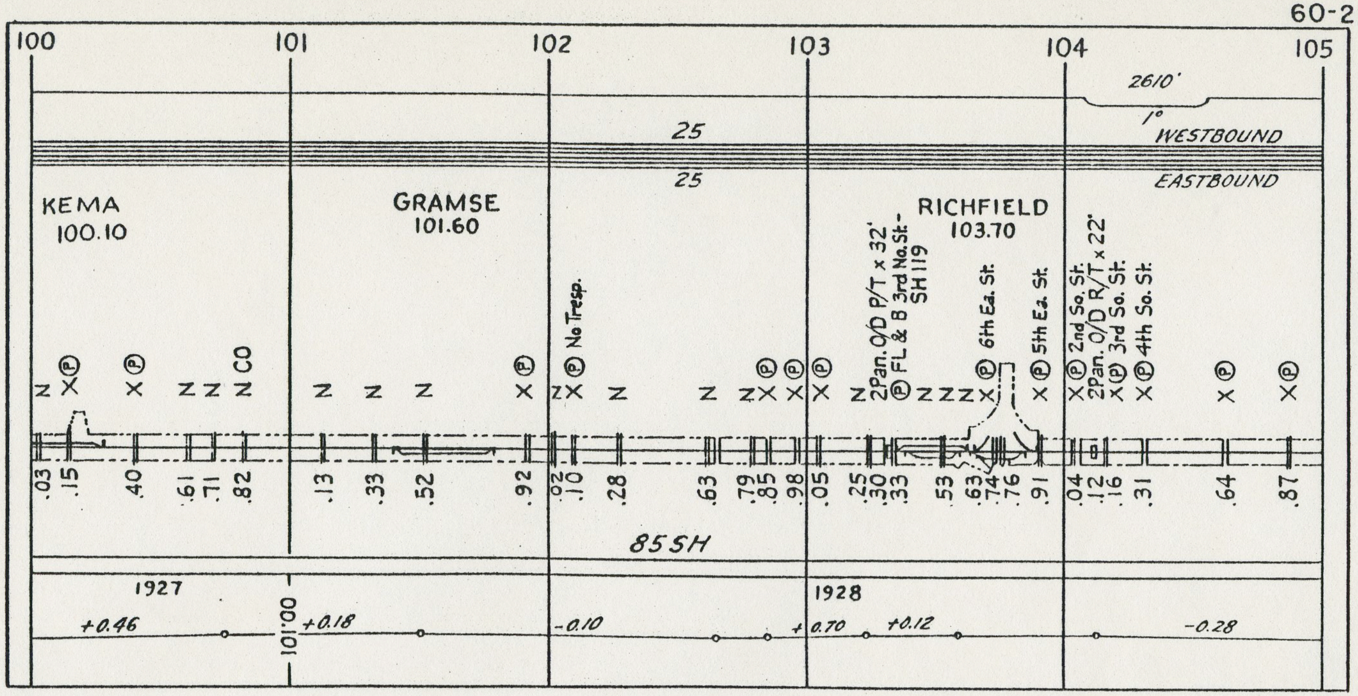
60-20



95
96
97
98
99
100
1°
1893 3/4'
25
WESTBOUND
25
EASTBOUND
SIGURD
96.30
JUMBO MILL
97.10
X(P)
X(P)
2Pan. O/D P/T x 28'
X(P)
4Pan. O/D P/T x 56'
N
4Pan O/D P/T x 56'
N
X(P)
N
N CO
N
N
X(P)
X(P)
50'
100'
.12
.35
.02
.34
.41
.61
.83
.14
.42
.94
.15
.65
.79
.97
.40
85SH
1927
-0.34
+0.36
-0.14
-0.23
+0.35

MARYSVALE BRANCH

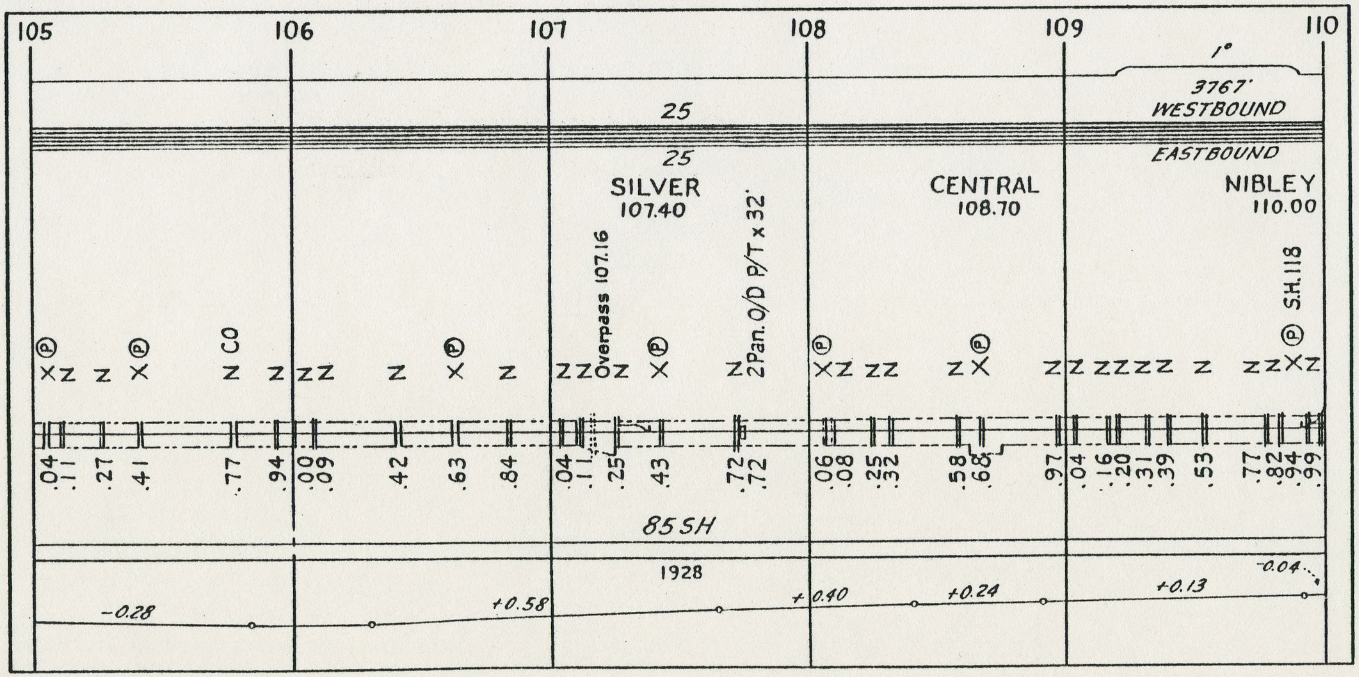
60-21



100
101
102
103
104
105
2610'
1°
25
WESTBOUND
25
EASTBOUND
KEMA
100.10
GRAMSE
101.60
RICHFIELD
103.70
No Tresp.
2Pan. O/D P/T x 32'
Ⓟ FL & B 3rd No. St.-SH 119
6th Ea. St.
5th Ea. St.
2nd So. St.
2Pan. O/D R/T x 22'
3rd So. St.
4th So. St.
85 SH
1927
1928
101.00
+0.46
+0.18
-0.10
+0.70
+0.12
-0.28

MARYSVALE BRANCH

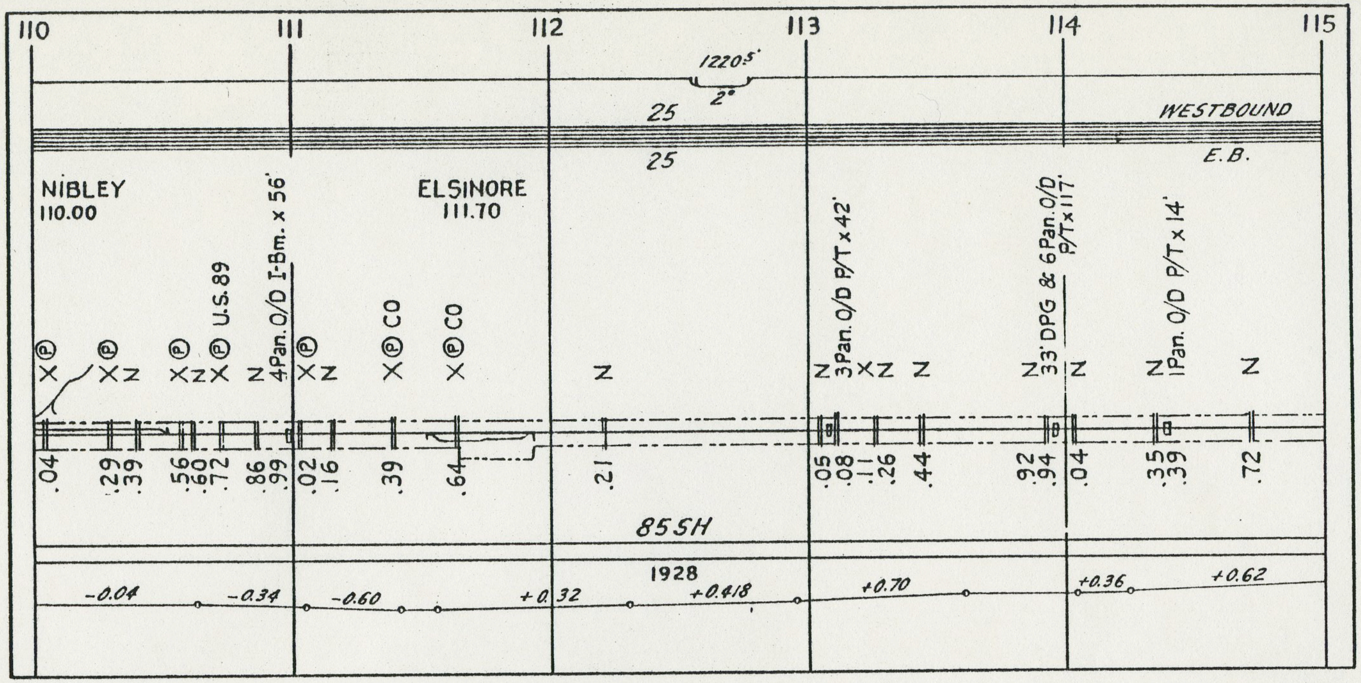
60-22



105
106
107
108
109
110
1°
3767'
25
WESTBOUND
25
EASTBOUND
SILVER
107.40
CENTRAL
108.70
NIBLEY
110.00
Overpass 107.16
2Pan. O/D P/T x 32'
S.H. 118
85 SH
1928
-0.28
+0.58
+0.40
+0.24
+0.13
-0.04

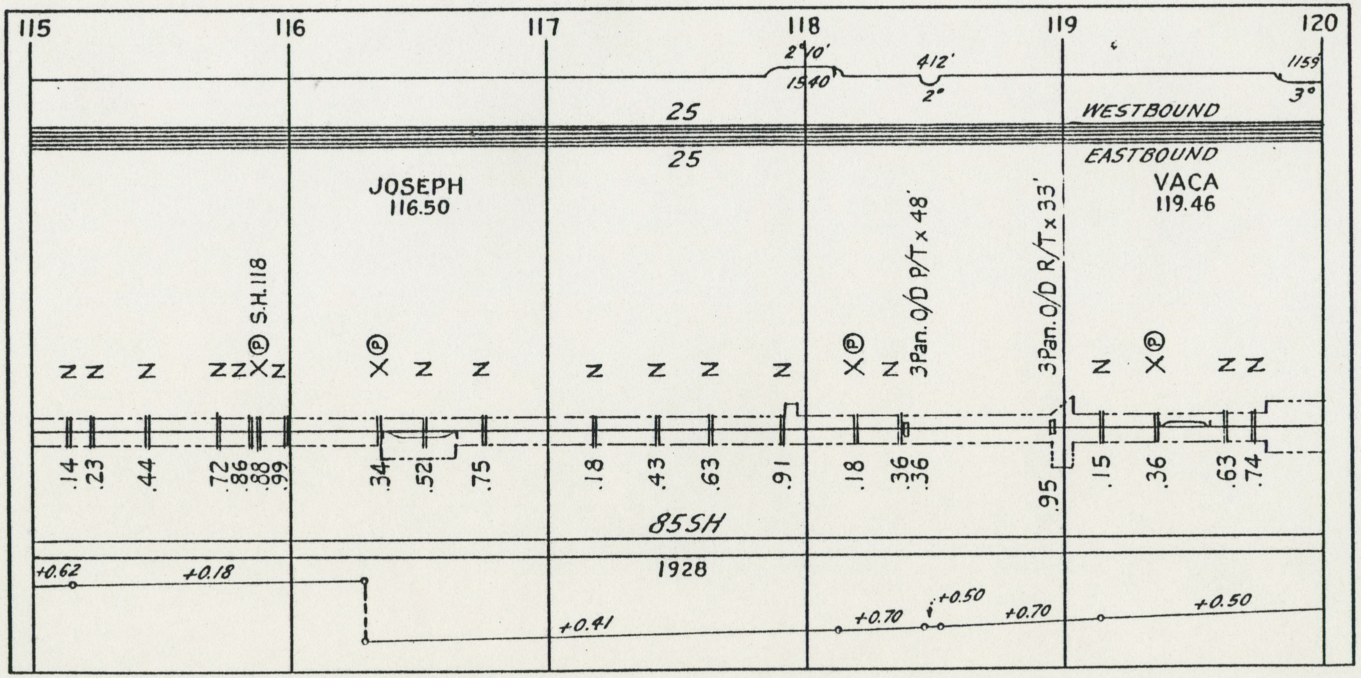
MARYSVALE BRANCH

60-23


110
111
112
113
114
115
1220 5'
2°
25
WESTBOUND
25
E.B.
NIBLEY
110.00
ELSINORE
111.70
X Ⓟ
X Ⓟ U.S.89
4Pan. O/D I-Bm. x 56'
X Ⓟ CO
X Ⓟ CO
N
3Pan. O/D P/T x 42'
33' DPG & 6Pan. O/D P/T x 117'
1Pan. O/D P/T x 14'
.04
.29
.39
.56
.60
.72
.86
.99
.02
.16
.39
.64
.21
.05
.08
.11
.26
.44
.92
.94
.04
.35
.39
.72
85SH
1928
-0.04
-0.34
-0.60
+0.32
+0.418
+0.70
+0.36
+0.62

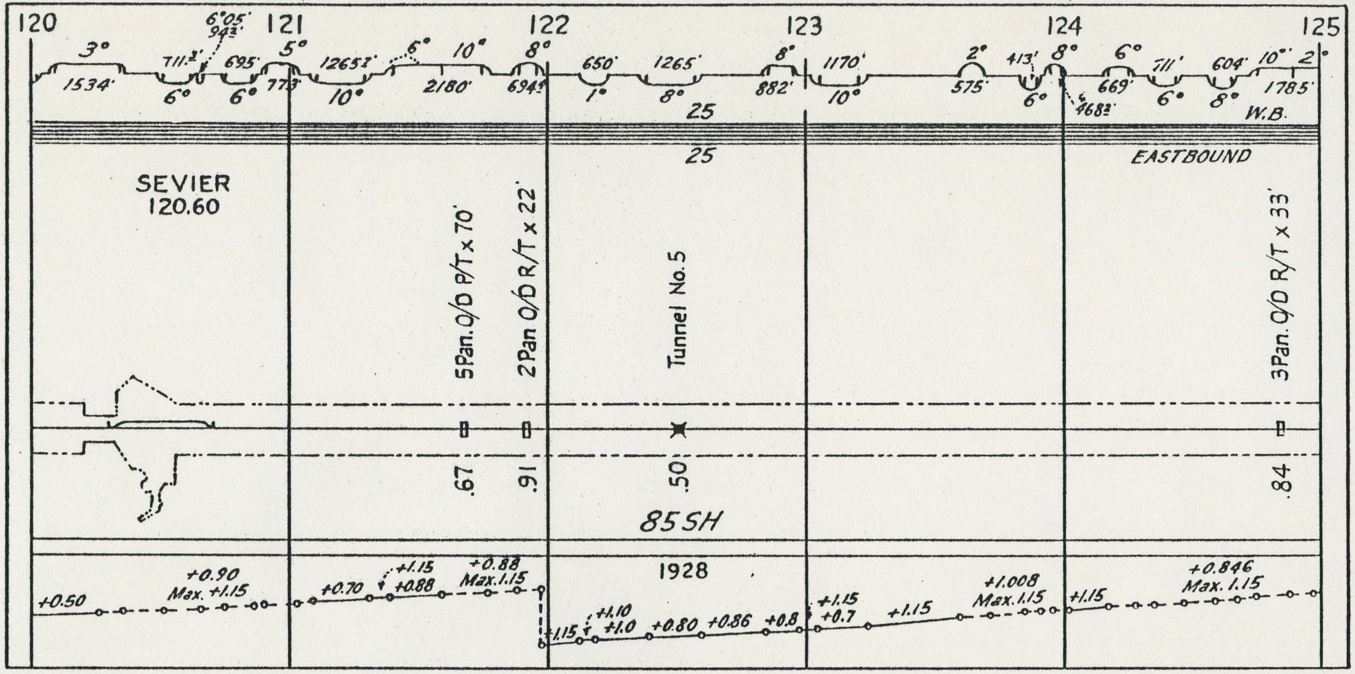
MARYSVALE BRANCH

60-24


115
116
117
118
119
120
2°10'
1540
412'
2°
1159
3°
25
WESTBOUND
25
EASTBOUND
JOSEPH
116.50
VACA
119.46
X Ⓟ S.H.118
X Ⓟ
N
3Pan. O/D P/T x 48'
3Pan. O/D R/T x 33'
.14
.23
.44
.72
.86
.88
.99
.34
.52
.75
.18
.43
.63
.91
.18
.36
.36
.95
.15
.36
.63
.74
85SH
1928
+0.62
+0.18
+0.41
+0.70
+0.50
+0.70
+0.50

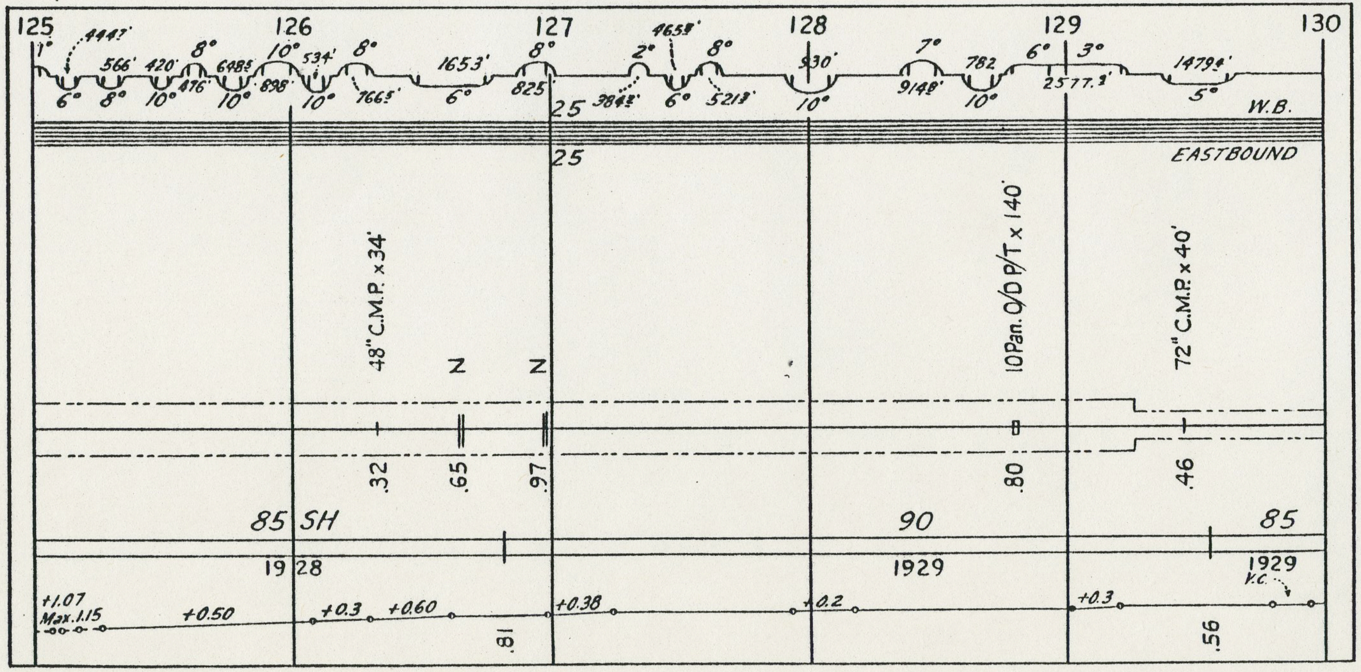
60-25

MARYSVALE BRANCH

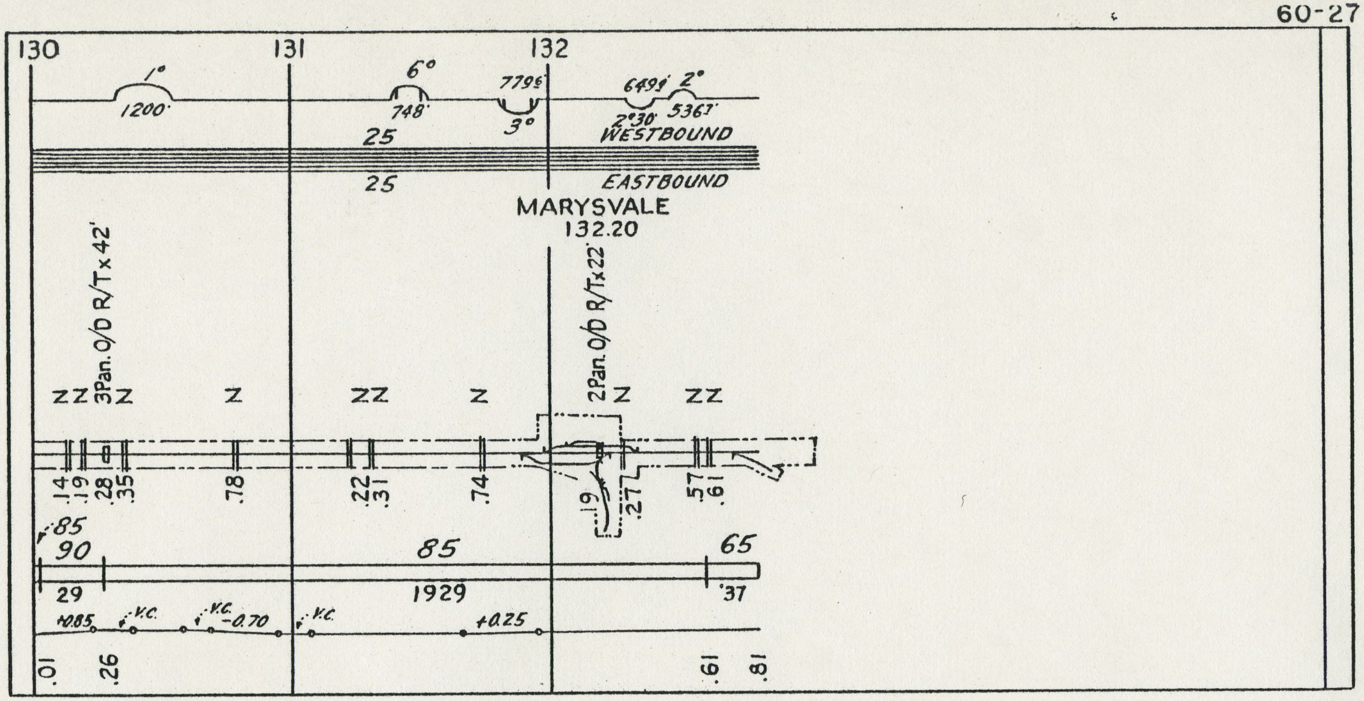

120
121
122
123
124
125
3°
1534'
711.2'
6°
6°05'
94.2'
695'
6°
5°
773'
1265.3'
10°
6°
2180'
10°
8°
694.5'
650'
1°
1265'
8°
8°
882'
1170'
10°
2°
575'
413'
6°
8°
468.2'
6°
669'
711'
6°
604'
8°
10°
2°
1785'
W.B.
25
25
EASTBOUND
SEVIER
120.60
5Pan. O/D P/T x 70'
2Pan. O/D R/T x 22'
Tunnel No. 5
3Pan. O/D R/T x 33'
.67
.91
.50
.84
85 SH
1928
+0.50
+0.90
Max. +1.15
+0.70
+1.15
+0.88
+0.88
Max. 1.15
1.15
+1.10
+1.0
+0.80
+0.86
+0.8
+1.15
+0.7
+1.15
+1.008
Max. 1.15
+1.15
+0.846
Max. 1.15

60-26

MARYSVALE BRANCH


125
126
127
128
129
130
1°
444.7'
6°
566'
8°
420'
10°
476'
8°
648.5'
10°
10°
534'
898'
10°
8°
766.5'
1653'
6°
8°
825'
25
2°
465.3'
384.2'
6°
8°
521.3'
930'
10°
7°
914.8'
782
10°
6°
3°
2577.3'
1479.4'
5°
W.B.
25
EASTBOUND
48" C.M.P. x 34'
N
N
10Pan. O/D P/T x 140'
72" C.M.P. x 40'
.32
.65
.97
.80
.46
85 SH
90
85
1928
1929
1929
V.C.
+1.07
Max. 1.15
+0.50
+0.3
+0.60
.81
+0.38
+0.2
+0.3
.56

MARYSVALE BRANCH


130
131
132
1°
1200'
6°
748'
779'
3°
649'
2°30'
2°
536'
25
WESTBOUND
25
EASTBOUND
MARYSVALE
132.20
3Pan. O/D R/T x 42'
2Pan. O/D R/T x 22'
Z Z
Z
Z
Z Z
Z
Z
Z Z
.14
.19
.28
.35
.78
.22
.31
.74
.19
.27
.57
.61
85
90
85
65
29
1929
'37
+0.85
V.C.
V.C.
-0.70
V.C.
+0.25
.01
.26
.61
.81

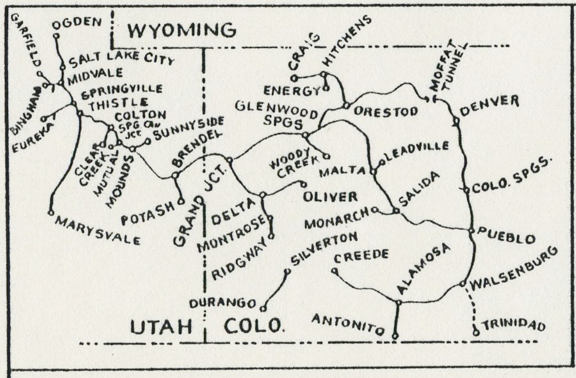
17

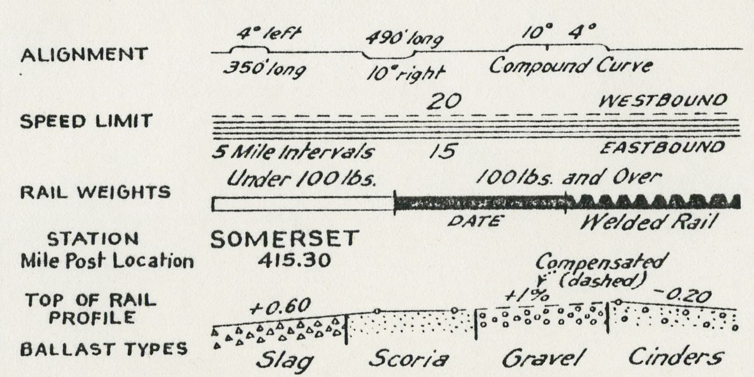
D. & R. G. W. R. R. Co.

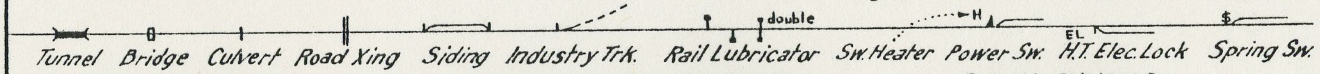
GRADE AND ALIGNMENT

TINTIC BRANCH

M.P. 0.00 to M.P. 40.36


OGDEN
WYOMING
GARFIELD
SALT LAKE CITY
MIDVALE
BINGHAM
SPRINGVILLE
THISTLE
EUREKA
COLTON
SPG. CAN JCT
CLEAR CREEK
MUTUAL
MOUNDS
SUNNYSIDE
BRENDEL
POTASH
MARYSVALE
GRAND JCT.
DELTA
MONTROSE
RIDGWAY
DURANGO
SILVERTON
CREEDE
ENERGY
CRAIG
HITCHENS
GLENWOOD SPGS
WOODY CREEK
MALTA
OLIVER
MONARCH
ORESTOD
MOFFAT TUNNEL
DENVER
LEADVILLE
SALIDA
COLO. SPGS.
PUEBLO
ALAMOSA
WALSENBURG
ANTONITO
TRINIDAD
UTAH
COLO.


ALIGNMENT
4° left
350' long
490' long
10° right
10° 4°
Compound Curve
SPEED LIMIT
20
WESTBOUND
5 Mile Intervals
15
EASTBOUND
RAIL WEIGHTS
Under 100 lbs.
100 lbs. and Over
DATE
Welded Rail
STATION
Mile Post Location
SOMERSET
415.30
TOP OF RAIL PROFILE
+0.60
Compensated (dashed)
+1%
-0.20
BALLAST TYPES
Slag
Scoria
Gravel
Cinders


double
H
EL
$
Tunnel
Bridge
Culvert
Road Xing
Siding
Industry Trk.
Rail Lubricator
Sw. Heater
Power Sw.
H.T. Elec. Lock
Spring Sw.

ROAD CROSSINGS

Ⓟ .... Public Road.
CO 56.... County Road.
SH 32.... State Highway.
US 6..... U.S. Highway.
I 25...... Interstate Hwy.
ELM ST... City Street.

ROAD CROSSING PROTECTORS

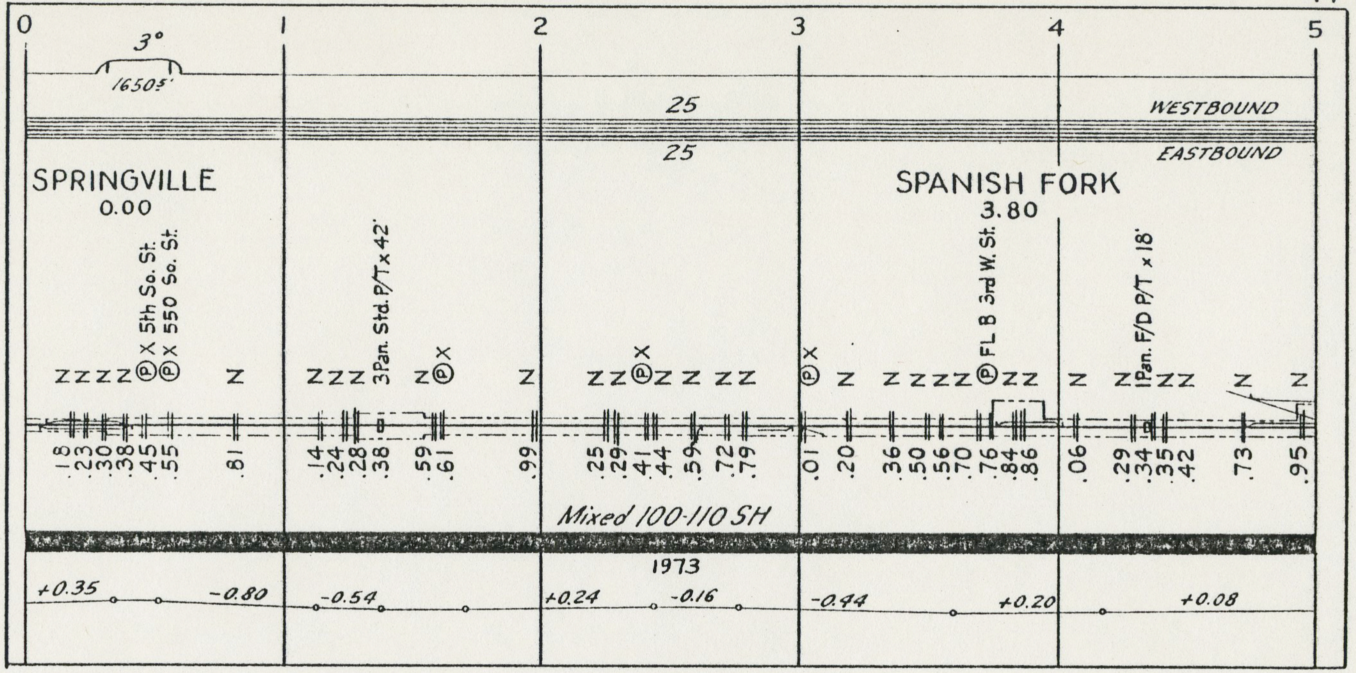
FL.... Flashing lights.
B..... Bell.
X..... Crossbuck.
N..... Private Crossing.
Y..... Flashing yellow.
AG... Automatic gates.
S....... Stop sign.
TL..... City Traffic lights.
GCP... Predictor.
M..... Motion detector.
DE..... Dragging equip.

SIGNAL SYMBOLS

LH.... Left hand.
R..... Repeater.
HW... High Water Det.
DY.... Double yellow.
FY..... Flashing yellow.
CO..... Call on.
G...... Grade.

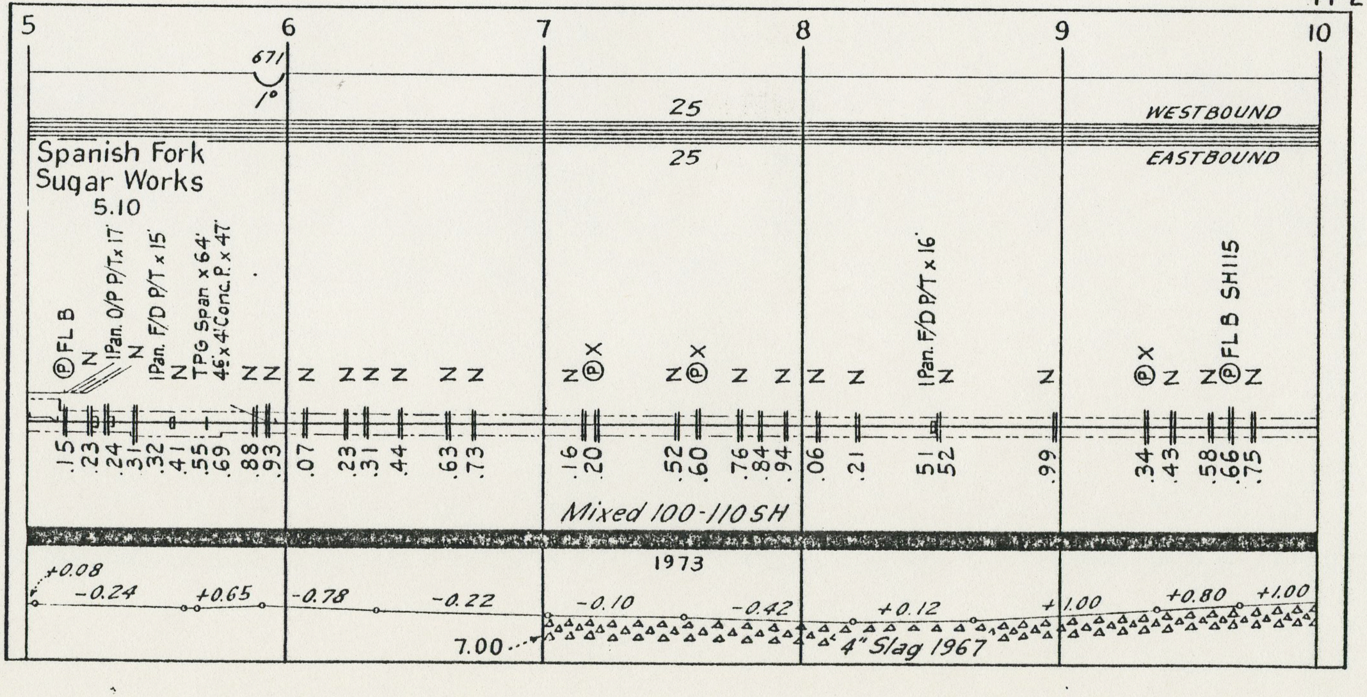
TINTIC BRANCH

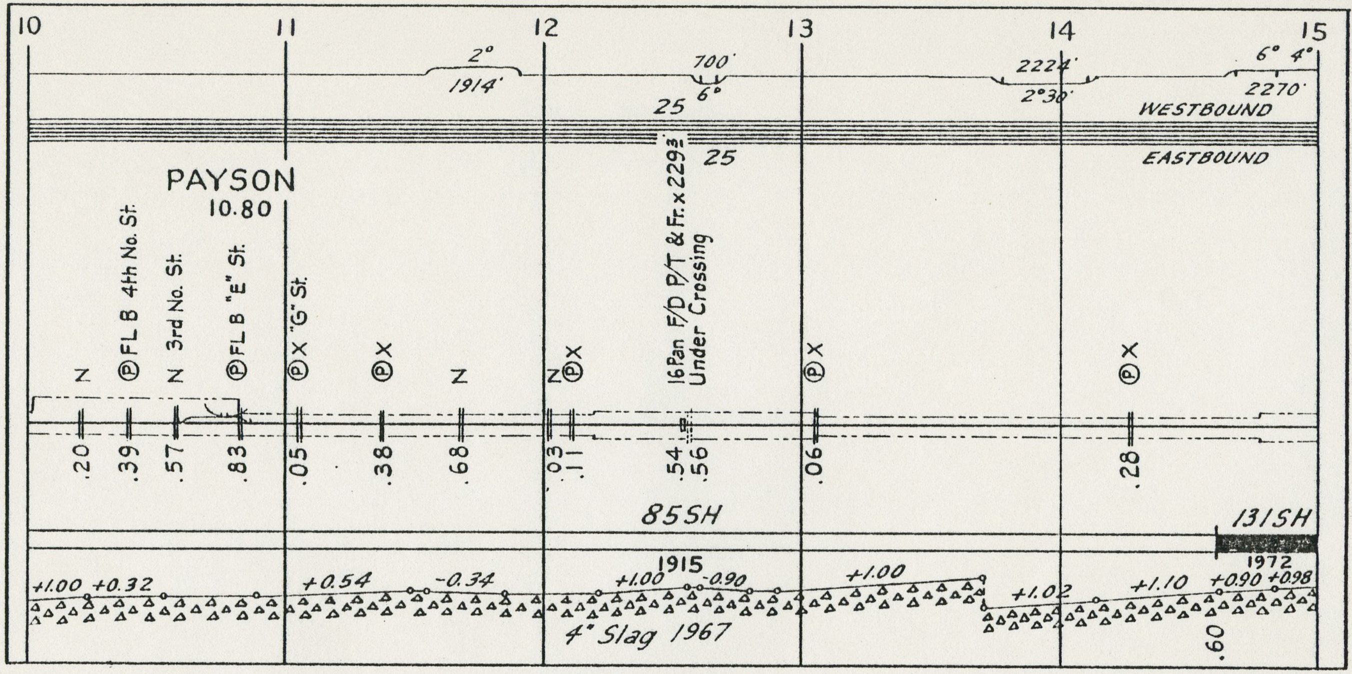
71-1

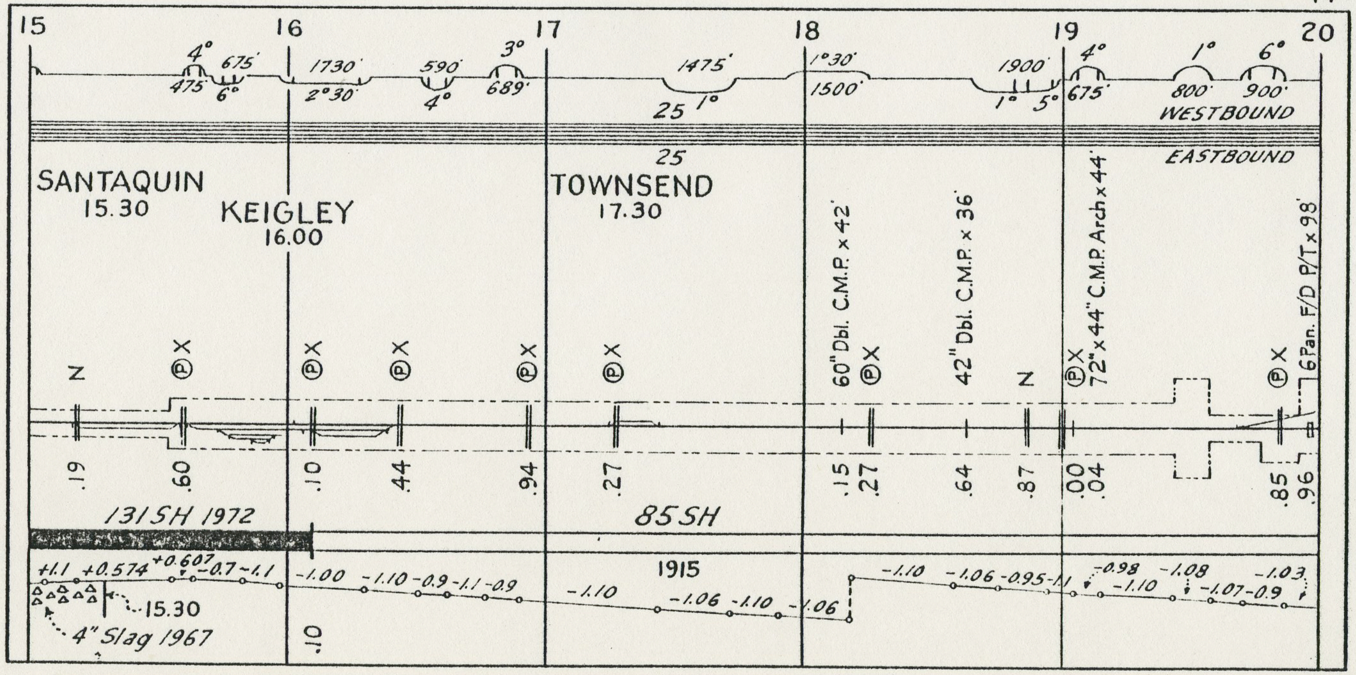

0
1
2
3
4
5
3°
1650.5'
25
WESTBOUND
25
EASTBOUND
SPRINGVILLE
0.00
SPANISH FORK
3.80
Ⓟ X 5th So. St.
Ⓟ X 550 So. St.
3Pan. Std. P/T x 42'
Ⓟ X
Ⓟ X
Ⓟ X
Ⓟ FL B 3rd W. St.
1Pan. F/D P/T x 18'
Z Z Z Z
N
Z Z Z
Z
Z
Z Z
Z Z Z Z
N
Z Z Z Z
Z Z
N
N
Z Z
N
N
.18 .23 .30 .38 .45 .55 .81 .14 .24 .28 .38 .59 .61 .99 .25 .29 .41 .44 .59 .72 .79 .01 .20 .36 .50 .56 .70 .76 .84 .86 .06 .29 .34 .35 .42 .73 .95
Mixed 100-110 SH
1973
+0.35
-0.80
-0.54
+0.24
-0.16
-0.44
+0.20
+0.08

TINTIC BRANCH

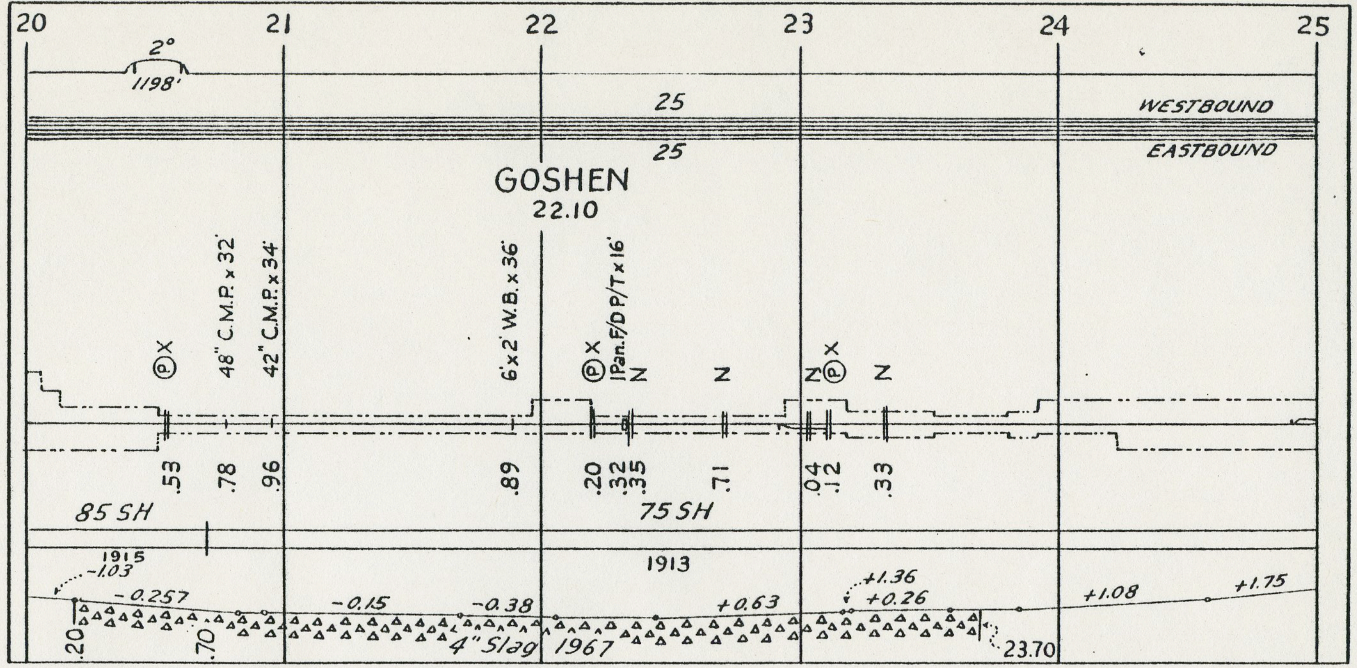
71-2


5
6
7
8
9
10
671
1°
25
WESTBOUND
25
EASTBOUND
Spanish Fork
Sugar Works
5.10
Ⓟ FL B
N
1Pan. O/P P/T x 17'
N
1Pan. F/D P/T x 15'
N
TPG Span x 64'
46'x 4' Conc. P. x 47'
Z Z
Z
Z Z Z
Z Z
Z Ⓟ X
Z Ⓟ X
Z
Z
Z
Z
1Pan. F/D P/T x 16'
N
N
Ⓟ X
Z
Z Ⓟ FL B SH115
Z
.15 .23 .24 .31 .32 .41 .55 .69 .88 .93 .07 .23 .31 .44 .63 .73 .16 .20 .52 .60 .76 .84 .94 .06 .21 .51 .52 .99 .34 .43 .58 .66 .75
Mixed 100-110 SH
1973
+0.08
-0.24
+0.65
-0.78
-0.22
-0.10
-0.42
+0.12
+1.00
+0.80
+1.00
7.00
4" Slag 1967

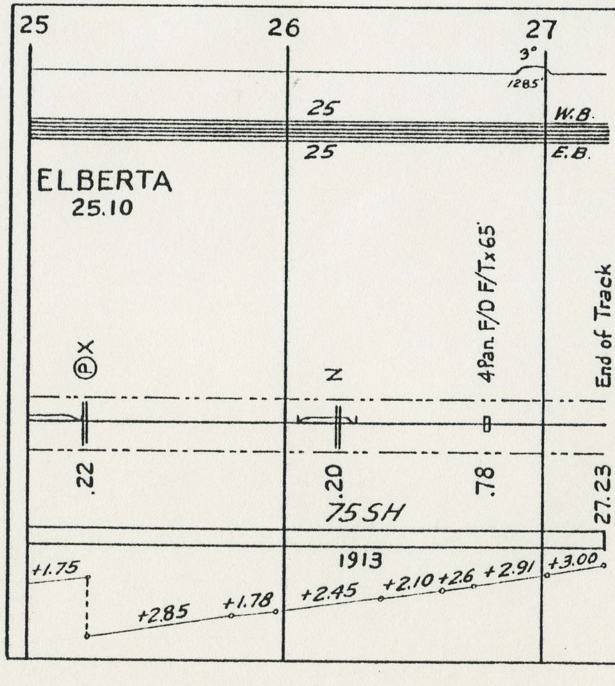

10
11
12
13
14
15
2°
1914'
700'
6°
2224'
2°30'
6° 4°
2270'
25
WESTBOUND
25
EASTBOUND
PAYSON
10.80
Ⓟ FL B 4th No. St.
3rd No. St.
Ⓟ FL B "E" St.
Ⓟ X "G" St.
Ⓟ X
Ⓟ X
Ⓟ X
Ⓟ X
N
N
N
N
16 Pan F/D P/T & Fr. x 229½
Under Crossing
.20
.39
.57
.83
.05
.38
.68
.03
.11
.54
.56
.06
.28
85SH
131SH
1915
1972
+1.00 +0.32
+0.54
-0.34
+1.00
-0.90
+1.00
+1.02
+1.10
+0.90 +0.98
4" Slag 1967
.60


15
16
17
18
19
20
4°
475'
675'
6°
1730'
2°30'
590'
4°
3°
689'
1475'
25 1°
1°30'
1500'
1900'
1° 5°
4°
675'
1°
800'
6°
900'
WESTBOUND
25
EASTBOUND
SANTAQUIN
15.30
KEIGLEY
16.00
TOWNSEND
17.30
60" Dbl. C.M.P. x 42'
42" Dbl. C.M.P. x 36
72"x 44" C.M.P. Arch x 44'
6 Pan. F/D P/T x 98'
N
Ⓟ X
Ⓟ X
Ⓟ X
Ⓟ X
Ⓟ X
Ⓟ X
N
Ⓟ X
Ⓟ X
.19
.60
.10
.44
.94
.27
.15
.27
.64
.87
.00
.04
.85
.96
131SH 1972
85SH
1915
+1.1 +0.574 +0.607 -0.7 -1.1
-1.00 -1.10 -0.9 -1.1 -0.9
-1.10
-1.06 -1.10 -1.06
-1.10 -1.06 -0.95 -1.1
-0.98 -1.08
-1.10
-1.07 -0.9
-1.03
15.30
4" Slag 1967
.10

TINTIC BRANCH


20
21
22
23
24
25
2°
1198'
25
WESTBOUND
25
EASTBOUND
GOSHEN
22.10
Ⓟ X
48" C.M.P. x 32'
42" C.M.P. x 34'
6'x 2' W.B. x 36'
Ⓟ X
1 Pan. F/D P/T x 16'
N
N
N
Ⓟ X
N
.53
.78
.96
.89
.20
.32
.35
.71
.04
.12
.33
85 SH
75 SH
1915
1913
-1.03
-0.257
-0.15
-0.38
+0.63
+1.36
+0.26
+1.08
+1.75
.20
.70
4" Slag 1967
23.70

TINTIC BRANCH


25
26
27
3°
1285'
25
W.B.
25
E.B.
ELBERTA
25.10
PEARL
27.50
Ⓟ X
N
4 Pan. F/D F/T x 65'
End of Track
.22
.20
.78
27.23
75 SH
1913
+1.75
+2.85
+1.78
+2.45
+2.10
+2.6
+2.91
+3.00

TINTIC BRANCH

RISE 419 FT. 27.23 MILES

Built Standard Gauge in 1891-92. Tunnel No. 3 eliminated in Line Change and Line lengthened 0.17 Miles in 1924.

Loop eliminated in Line Change at M.P. 33.13 in 1940. Line shortened 0.80 Miles.

Track removed beyond M.P. 39.74 in 1943.

Track retired M.P. 27.23 to M.P. 39.74, 12.51 Miles in 1973.

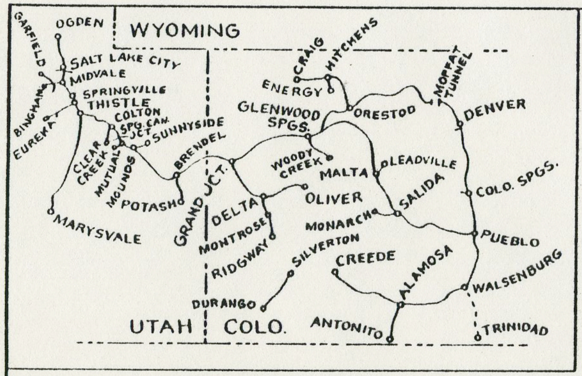
18

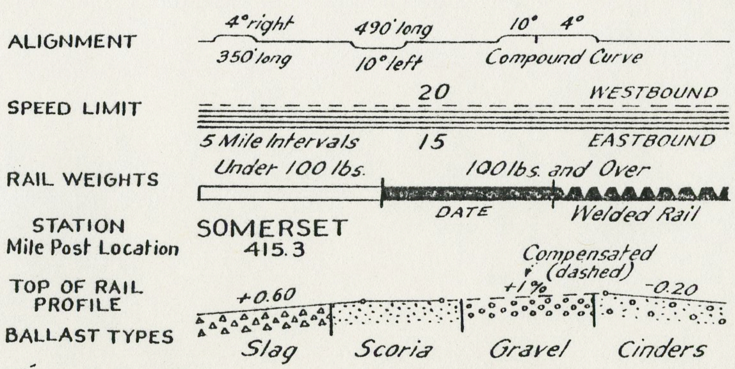
D. & R. G. W. R. R. Co.

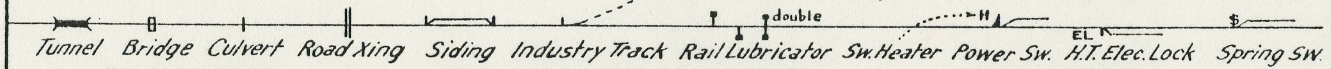
GRADE AND ALIGNMENT

BINGHAM BRANCH

M.P.0.00 to M.P.11.81


OGDEN
WYOMING
GARFIELD
SALT LAKE CITY
MIDVALE
BINGHAM
SPRINGVILLE
THISTLE
COLTON
SPG. CAN. JCT.
SUNNYSIDE
EUREKA
CLEAR CREEK
MUTUAL
MOUNDS
POTASH
BRENDEL
GRAND JCT.
DELTA
MONTROSE
RIDGWAY
DURANGO
MARYSVALE
CRAIG
HITCHENS
ENERGY
GLENWOOD SPGS.
WOODY CREEK
MALTA
OLIVER
MONARCH
SILVERTON
CREEDE
ALAMOSA
ANTONITO
ORESTOD
MOFFAT TUNNEL
DENVER
LEADVILLE
SALIDA
COLO. SPGS.
PUEBLO
WALSENBURG
TRINIDAD
UTAH
COLO.


ALIGNMENT
4° right
350' long
490' long
10° left
10°
4°
Compound Curve
SPEED LIMIT
20
WESTBOUND
5 Mile Intervals
15
EASTBOUND
RAIL WEIGHTS
Under 100 lbs.
100 lbs. and Over
DATE
Welded Rail
STATION
Mile Post Location
SOMERSET
415.3
TOP OF RAIL PROFILE
+0.60
Compensated (dashed)
+1%
-0.20
BALLAST TYPES
Slag
Scoria
Gravel
Cinders


double
H
EL
$
Tunnel
Bridge
Culvert
Road Xing
Siding
Industry Track
Rail Lubricator
Sw. Heater
Power Sw.
H.T. Elec. Lock
Spring Sw.

ROAD CROSSINGS

Ⓟ ....Public Road
CO 56.... County Road
SH 32..... State Highway
US 6....... U.S. Highway
I 25...... Interstate
ELM ST... City Street

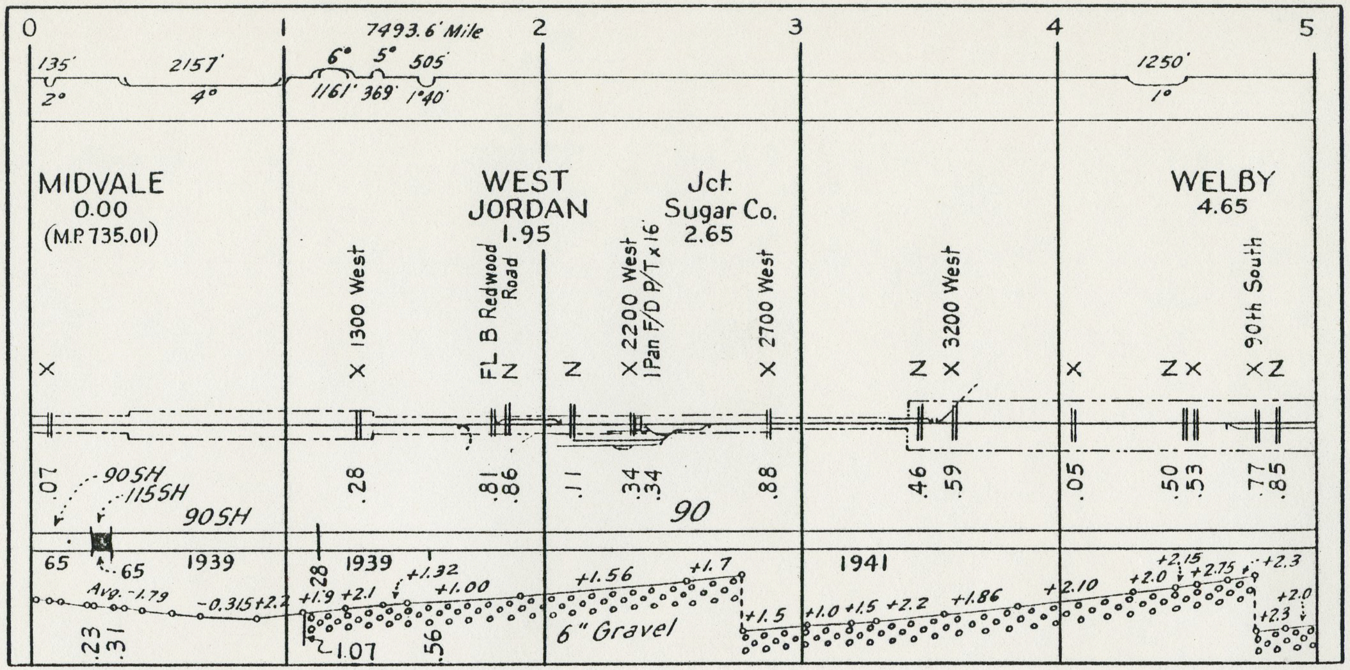
ROAD CROSSING PROTECTORS

FL.... Flashing lights
B..... Bell
X..... Cross buck
N..... Private Crossing.
Y..... Flashing yellow
AG... Automatic gates
S....... Stop sign
TL...... City Traffic lights
GCP.... Predictor
M....... Motion detector
DE..... Dragging equip.

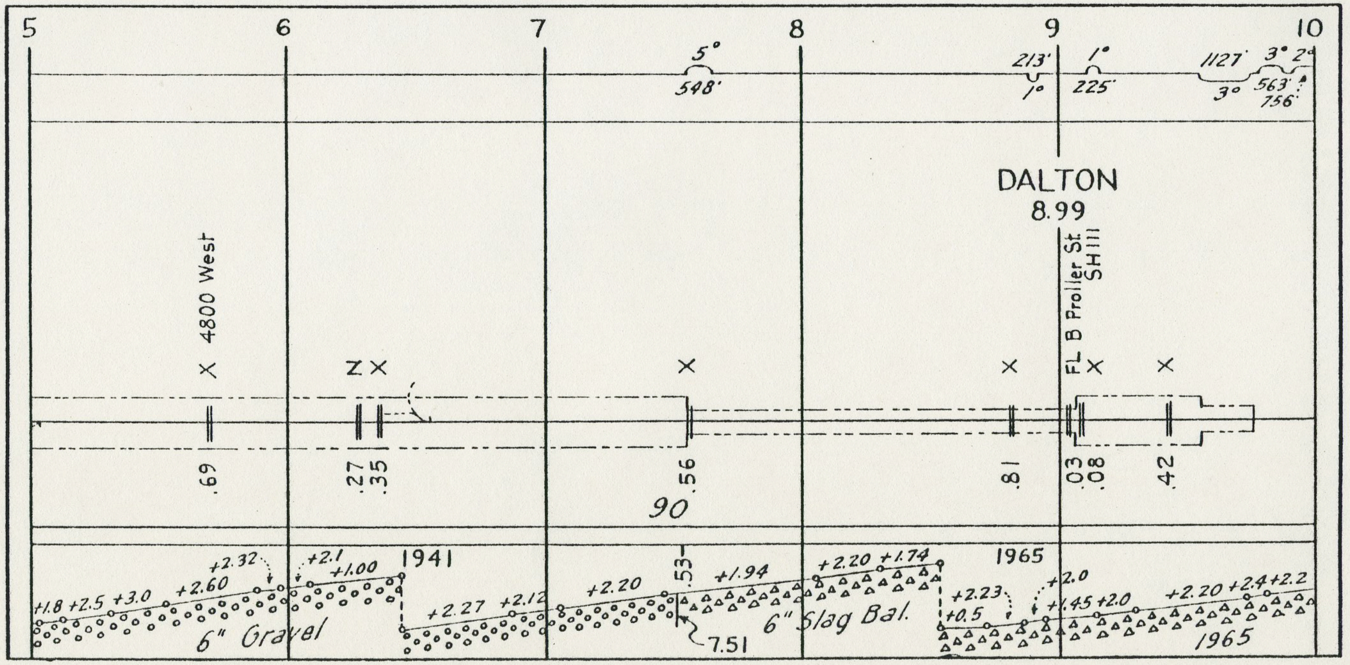
SIGNAL SYMBOLS

LH..... Left hand
R...... Repeater
HW.... High Water Det.
DY...... Double yellow
FY...... Flashing yellow
CO...... Call on
G....... Grade

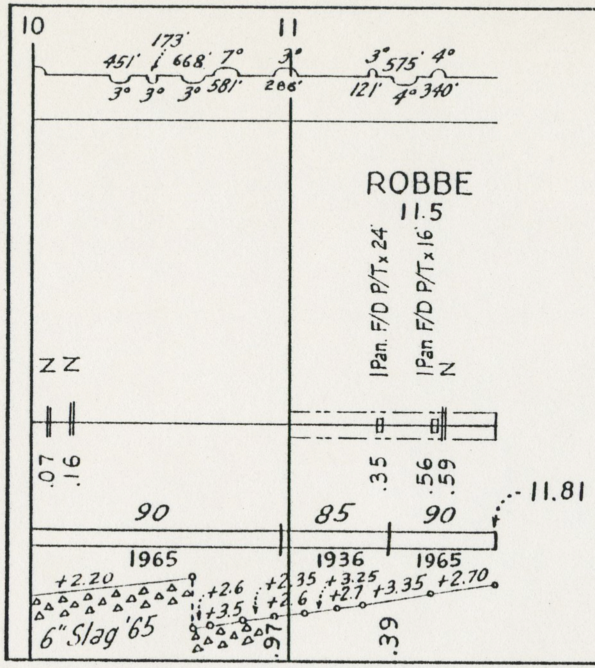
BINGHAM BRANCH


0
1
2
3
4
5
7493.6' Mile
135'
2°
2157'
4°
6°
5°
505'
1161'
369'
1°40'
1250'
1°
MIDVALE
0.00
(M.P. 735.01)
WEST
JORDAN
1.95
Jct.
Sugar Co.
2.65
WELBY
4.65
1300 West
FL B Redwood Road
2200 West
1 Pan F/D P/T x 16
2700 West
3200 West
90th South
.07
.28
.81
.86
.11
.34
.34
.88
.46
.59
.05
.50
.53
.77
.85
90SH
115SH
90SH
90
65
65
1939
1939
1941
28
.23
.31
Avg. -1.79
-0.315
+2.2
+1.9
+2.1
+1.32
+1.00
1.07
.56
+1.56
+1.7
6" Gravel
+1.5
+1.0
+1.5
+2.2
+1.86
+2.10
+2.15
+2.0
+2.75
+2.3
+2.0
+2.3

BINGHAM BRANCH


5
6
7
8
9
10
5°
548'
213'
1°
1°
225'
1127'
3°
3°
2°
563'
756'
DALTON
8.99
4800 West
FL B Proller St. SH111
.69
.27
.35
.56
.81
.03
.08
.42
90
+1.8
+2.5
+3.0
+2.60
+2.32
+2.1
+1.00
1941
6" Gravel
+2.27
+2.12
+2.20
.53
7.51
+1.94
6" Slag Bal.
+2.20
+1.74
1965
+2.23
+0.5
+2.0
+1.45
+2.0
+2.20
+2.4
+2.2
1965

BINGHAM BRANCH


10
11
173'
451'
668'
7°
3°
3°
575'
4°
3°
3°
3°
581'
286'
121'
4°
340'
ROBBE
11.5
1Pan. F/D P/T x 24'
1Pan F/D P/T x 16'
Z Z
N
.07
.16
.35
.56
.59
11.81
90
85
90
1965
1936
1965
+2.20
+2.6
+3.5
+2.35
+3.25
+2.6
+2.7
+3.35
+2.70
6" Slag '65
.97
.39

11.81 Miles
Rise 1,190' Fall 73'
Built N.G. by Bingham Canon & Camp Floyd R.R. in 1873.
Purchased by R.G.W. in 1881.
Made S.G. in 1890.
M.P. 14.26 to 11.81 Retired in 1964.

Elevations:
Midvale 4,364'
Robbe 5,554'

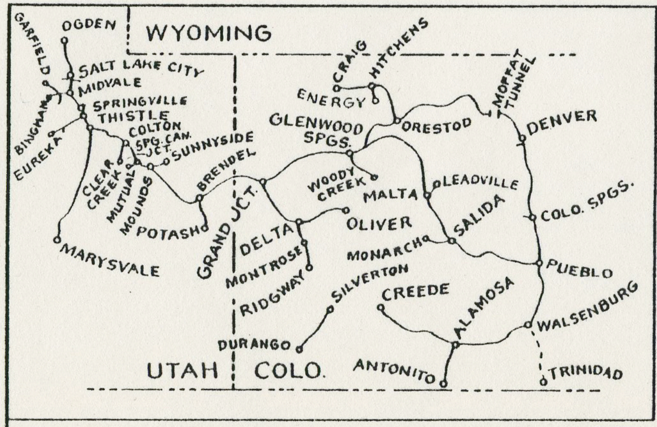
19

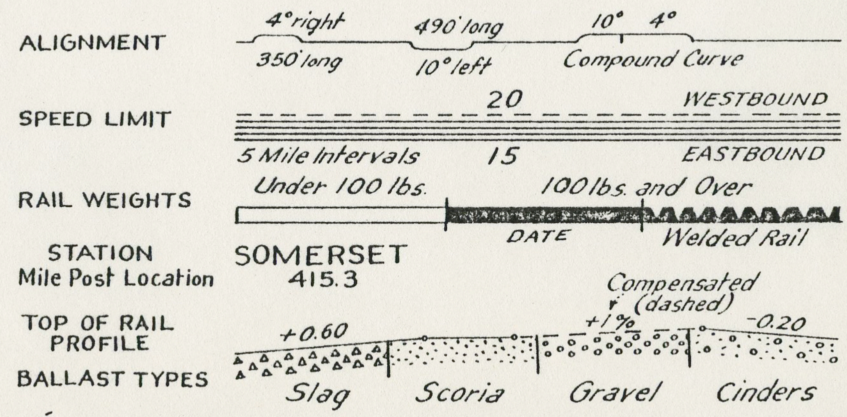
D. & R. G. W. R. R. Co.

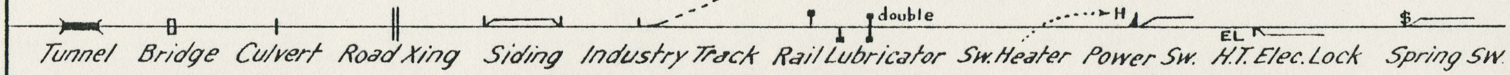
GRADE AND ALIGNMENT

GARFIELD BEACH EXTENSION

M.P. 4.68 to M.P. 20.62


GARFIELD
OGDEN
WYOMING
SALT LAKE CITY
MIDVALE
BINGHAM
SPRINGVILLE
THISTLE
COLTON
SPG. CAN. JCT.
SUNNYSIDE
EUREKA
CLEAR CREEK
MUTUAL
MOUNDS
BRENDEL
POTASH
MARYSVALE
GRAND JCT.
DELTA
MONTROSE
RIDGWAY
DURANGO
SILVERTON
CREEDE
ALAMOSA
ANTONITO
CRAIG
HITCHENS
ENERGY
GLENWOOD SPGS.
ORESTOD
MOFFAT TUNNEL
DENVER
WOODY CREEK
MALTA
LEADVILLE
OLIVER
SALIDA
MONARCH
COLO. SPGS.
PUEBLO
WALSENBURG
TRINIDAD
UTAH
COLO.


ALIGNMENT
4° right
350' long
490' long
10° left
10°
4°
Compound Curve
SPEED LIMIT
20
WESTBOUND
5 Mile Intervals
15
EASTBOUND
RAIL WEIGHTS
Under 100 lbs.
100 lbs. and Over
DATE
Welded Rail
STATION
Mile Post Location
SOMERSET
415.3
TOP OF RAIL PROFILE
Compensated (dashed)
+0.60
+1%
-0.20
BALLAST TYPES
Slag
Scoria
Gravel
Cinders


double
H
EL
Tunnel
Bridge
Culvert
Road Xing
Siding
Industry Track
Rail Lubricator
Sw. Heater
Power Sw.
H.T. Elec. Lock
Spring Sw.

ROAD CROSSINGS

Ⓟ	Public Road
CO 56	County Road
SH 32	State Highway
US 6	U.S. Highway
I 25	Interstate
ELM ST.	City Street

ROAD CROSSING PROTECTORS

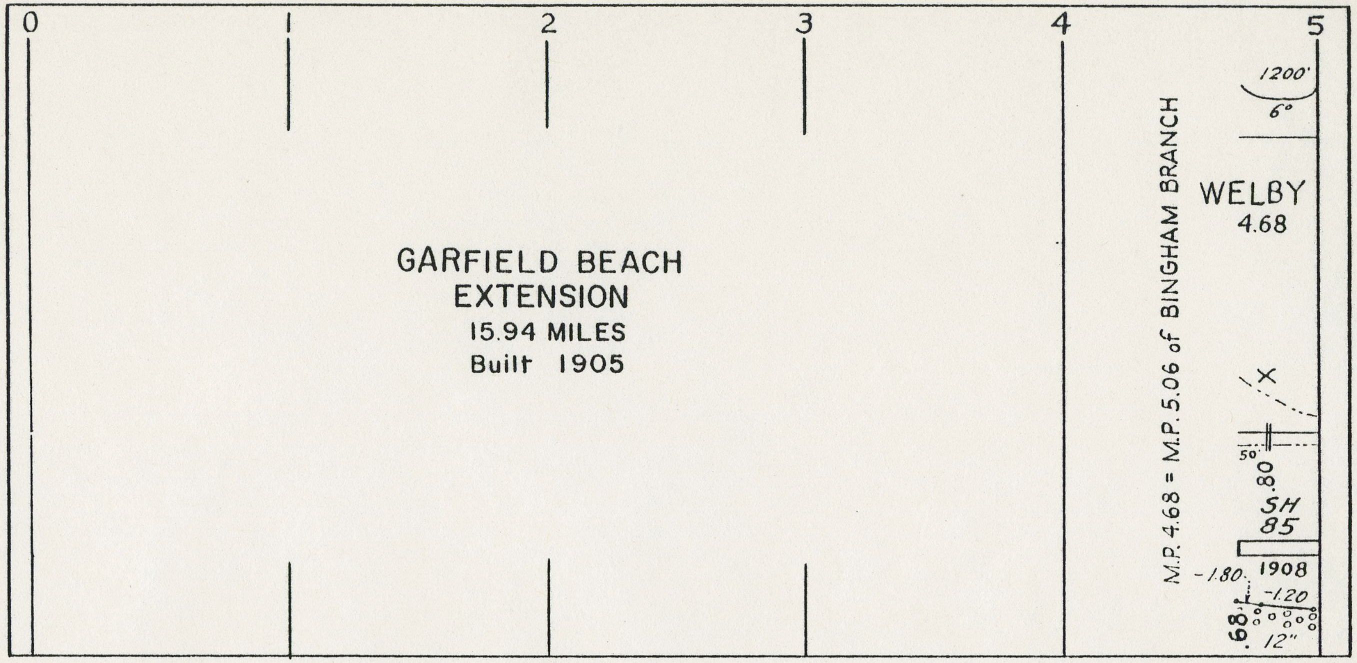
FL	Flashing lights
B	Bell
X	Cross buck
N	Private Crossing.
Y	Flashing yellow
AG	Automatic gates
S	Stop sign
TL	City Traffic lights
GCP	Predictor
M	Motion detector
DE	Dragging equip.

SIGNAL SYMBOLS

LH	Left hand
R	Repeater
HW	High Water Det.
DY	Double yellow
FY	Flashing yellow
CO	Call on
G	Grade

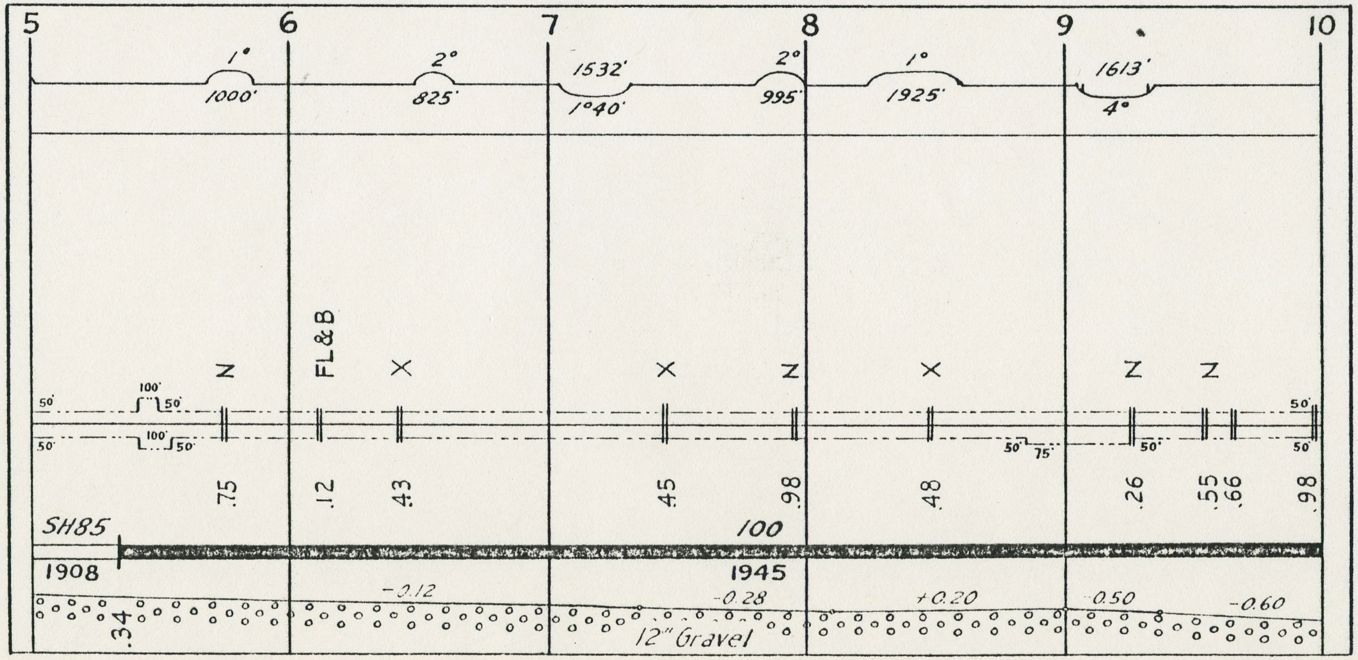
GARFIELD BEACH EXTENSION

81-1


0
1
2
3
4
5
GARFIELD BEACH
EXTENSION
15.94 MILES
Built 1905
M.P. 4.68 = M.P. 5.06 of BINGHAM BRANCH
1200'
6°
WELBY
4.68
X
50'
.80
SH
85
1908
-1.80
-1.20
.68
12"

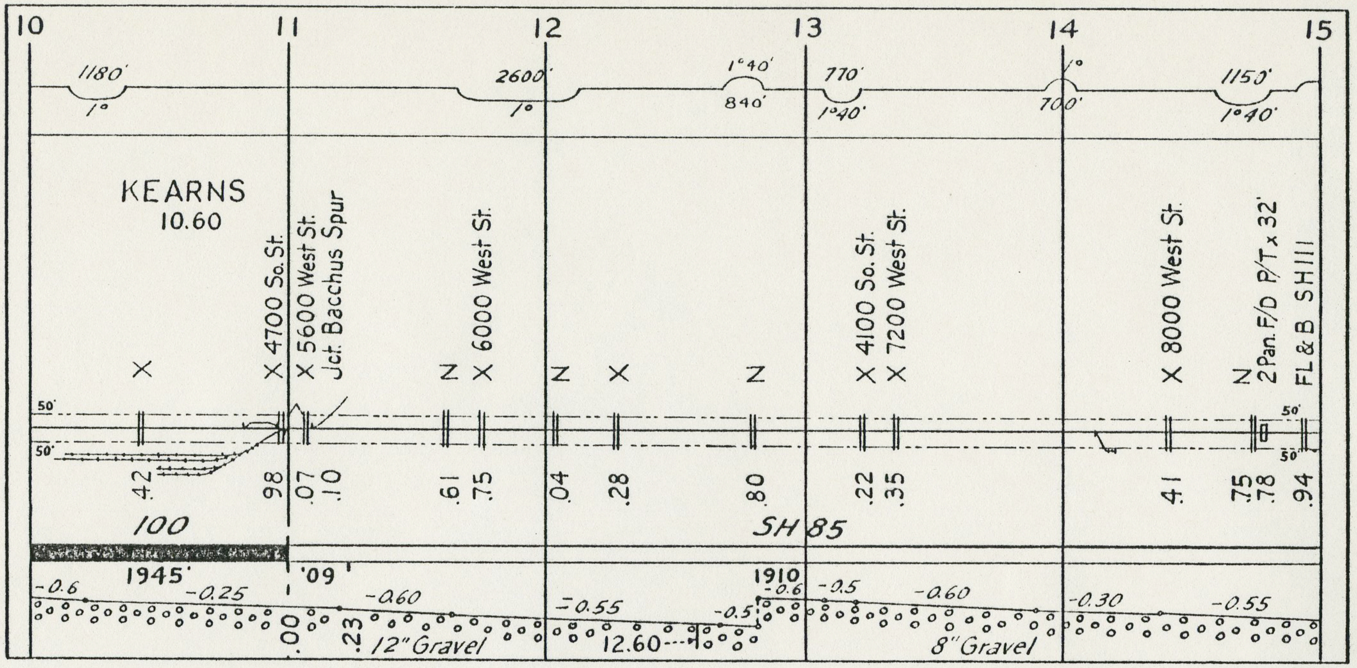
GARFIELD BEACH EXTENSION

81-2


5
6
7
8
9
10
1°
1000'
2°
825'
1532'
1°40'
2°
995'
1°
1925'
1613'
4°
N
FL&B
X
X
N
X
N
N
50'
100'
50'
100'
50'
50'
50'
75'
50'
50'
50'
.75
.12
.43
.45
.98
.48
.26
.55
.66
.98
SH85
1908
100
1945
-0.12
-0.28
+0.20
-0.50
-0.60
.34
12" Gravel

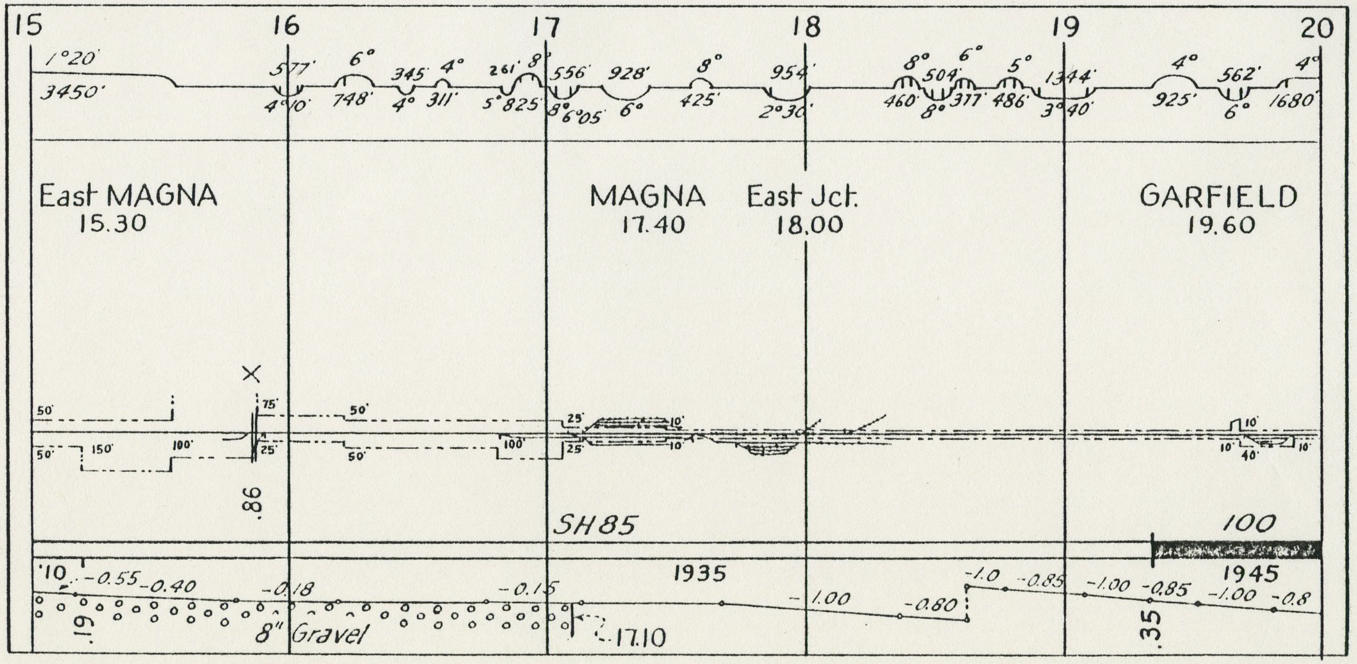
GARFIELD BEACH EXTENSION

81-3

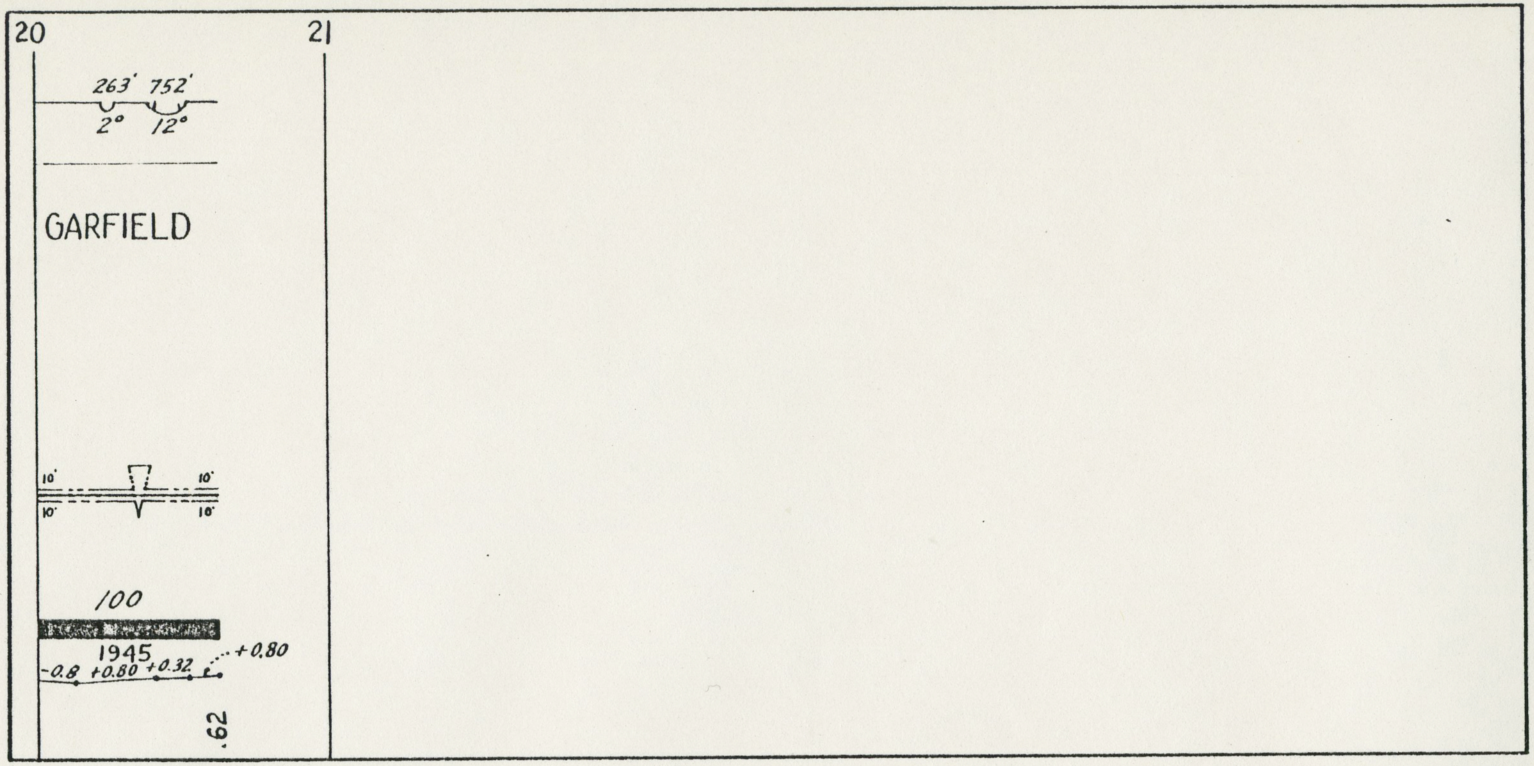

10
11
12
13
14
15
1180'
1°
2600'
1°
1°40'
840'
770'
1°40'
1°
700'
1150'
1°40'
KEARNS
10.60
X
X 4700 So. St.
X 5600 West St.
Jct. Bacchus Spur
N X 6000 West St.
N
X
N
X 4100 So. St.
X 7200 West St.
X 8000 West St.
N
2 Pan. F/D P/T x 32'
FL & B SH111
50'
50'
50'
50'
.42
.98
.07
.10
.61
.75
.04
.28
.80
.22
.35
.41
.75
.78
.94
100
SH 85
1945'
'09
1910
-0.6
-0.25
-0.60
-0.55
-0.5
-0.6
-0.5
-0.60
-0.30
-0.55
.00
.23
12" Gravel
12.60
8" Gravel

GARFIELD BEACH EXTENSION

81-4


15
16
17
18
19
20
1°20'
3450'
577'
4°10'
6°
748'
345'
4°
4°
311'
261'
8°
5°
825'
556'
8°
6°05'
928'
6°
8°
425'
954'
2°30'
8°
460'
504'
6°
8°
317'
5°
486'
1344'
3°40'
4°
925'
562'
6°
4°
1680'
East MAGNA
15.30
MAGNA
17.40
East Jct.
18.00
GARFIELD
19.60
X
50'
50'
150'
100'
75'
25'
50'
50'
100'
25'
25'
10'
10'
10'
10'
40'
10'
.86
SH85
100
'10
-0.55
-0.40
-0.18
-0.15
1935
-1.00
-0.80
-1.0
-0.85
-1.00
-0.85
-1.00
-0.8
1945
.19
8" Gravel
17.10
.35

GARFIELD BEACH EXTENSION


20
21
263'
752'
2°
12°
GARFIELD
10'
10'
10'
10'
100
1945
-0.8
+0.80
+0.32
+0.80
.62

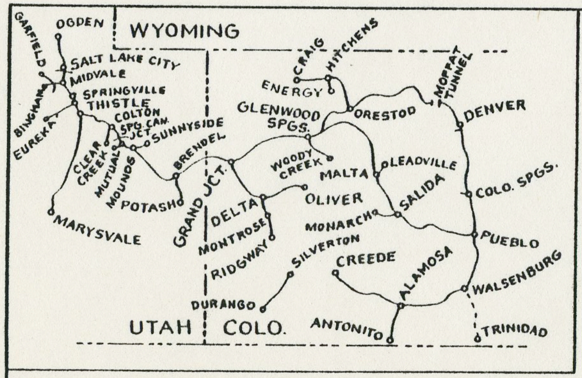
20

D. & R. G. W. R. R. Co.

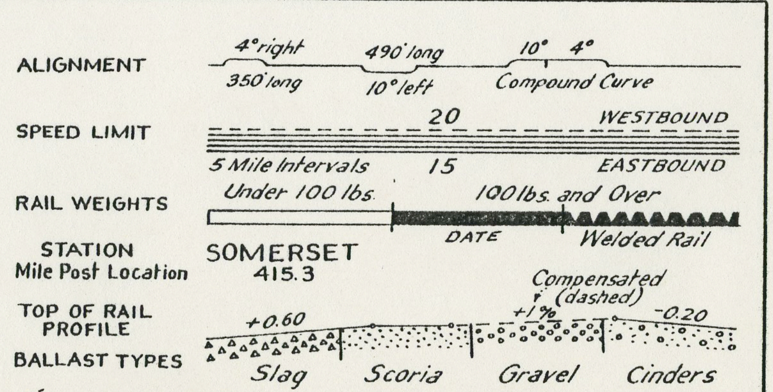
GRADE AND ALIGNMENT

SUGAR HOUSE SPUR

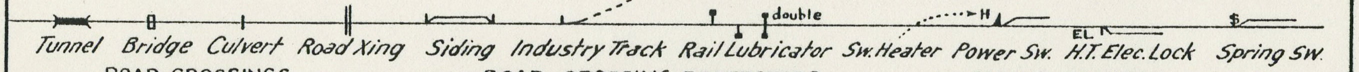
M.P. 0.00 to M.P. 2.96



OGDEN
WYOMING
GARFIELD
SALT LAKE CITY
MIDVALE
SPRINGVILLE
THISTLE
COLTON
SPG. CAN. JCT.
SUNNYSIDE
BINGHAM
EUREKA
CLEAR CREEK
MUTUAL
MOUNDS
BRENDEL
POTASH
MARYSVALE
GRAND JCT.
DELTA
MONTROSE
RIDGWAY
DURANGO
SILVERTON
CRAIG
HITCHENS
ENERGY
GLENWOOD SPGS.
WOODY CREEK
MALTA
OLIVER
MONARCH
CREEDE
ORESTOD
MOFFAT TUNNEL
DENVER
LEADVILLE
SALIDA
COLO. SPGS.
PUEBLO
ALAMOSA
WALSENBURG
ANTONITO
TRINIDAD
UTAH
COLO.



ALIGNMENT
4° right
350' long
490' long
10° left
10°
4°
Compound Curve
SPEED LIMIT
20
WESTBOUND
5 Mile Intervals
15
EASTBOUND
RAIL WEIGHTS
Under 100 lbs.
100 lbs. and Over
DATE
Welded Rail
STATION
Mile Post Location
SOMERSET
415.3
TOP OF RAIL PROFILE
+0.60
Compensated (dashed)
+1%
-0.20
BALLAST TYPES
Slag
Scoria
Gravel
Cinders



double
H
EL
$
Tunnel
Bridge
Culvert
Road Xing
Siding
Industry Track
Rail Lubricator
Sw. Heater
Power Sw.
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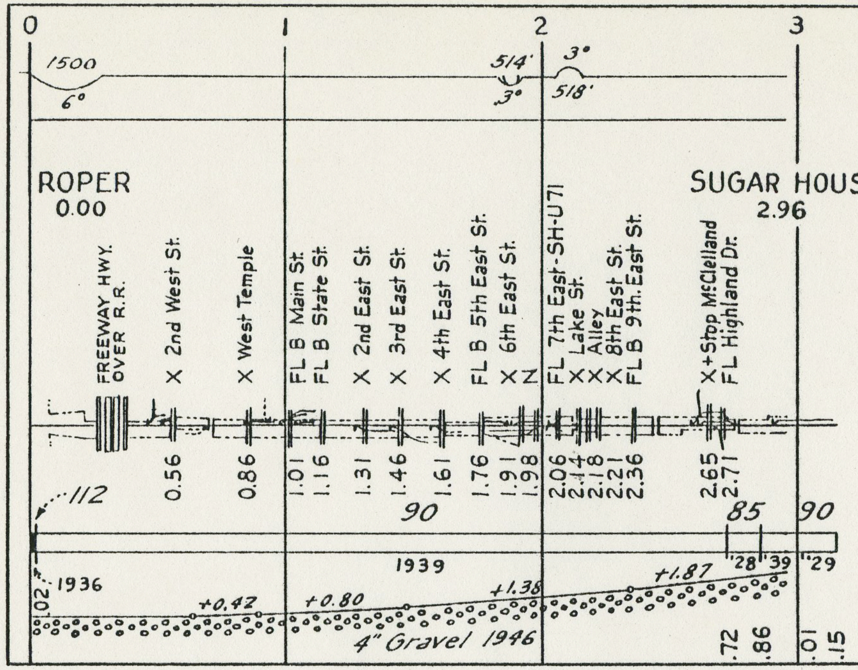
SIGNAL SYMBOLS

LH	Left hand
R	Repeater
HW	High Water Det.
DY	Double yellow
FY	Flashing yellow
CO	Call on
G	Grade

SUGAR HOUSE SPUR


0
1
2
3
1500
6°
514'
3°
3°
518'
ROPER
0.00
SUGAR HOUSE
2.96
FREEWAY HWY. OVER R.R.
X 2nd West St.
X West Temple
FL B Main St.
FL B State St.
X 2nd East St.
X 3rd East St.
X 4th East St.
FL B 5th East St.
X 6th East St.
N
FL 7th East-SH-U71
X Lake St.
X Alley
X 8th East St.
FL B 9th. East St.
X+Stop McClelland
FL Highland Dr.
0.56
0.86
1.01
1.16
1.31
1.46
1.61
1.76
1.91
1.98
2.06
2.14
2.18
2.21
2.36
2.65
2.71
112
90
85
90
1939
'28
'39
'29
1936
.02
+0.42
+0.80
+1.38
+1.87
4" Gravel 1946
.72
.86
.01
.15

2.96 Miles.
Rise 176' Fall 0'

Built N.G. by Salt Lake & Eastern Ry. in 1889, near Sugar Ho. to Park City. Leased N.G. on Jan. 1, 1889, S.G. in 1900.
Const. Roper to Sugar Ho.-1900.
Abandoned and removed:

M.P. 8.18	to	M.P. 32.28	in	1946.
M.P. 5.67	"	M.P. 8.18	"	1956.
M.P. 3.15	"	M.P. 5.67	"	1957.
M.P. 2.96	"	M.P. 3.15	"	1963.

Elevations:
Roper 4,230'
Sugar House 4,406'

G & A Branch Lines

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UTAHTRAINMUSEUM.ORG

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